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JANUARY 1991

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Photo contest

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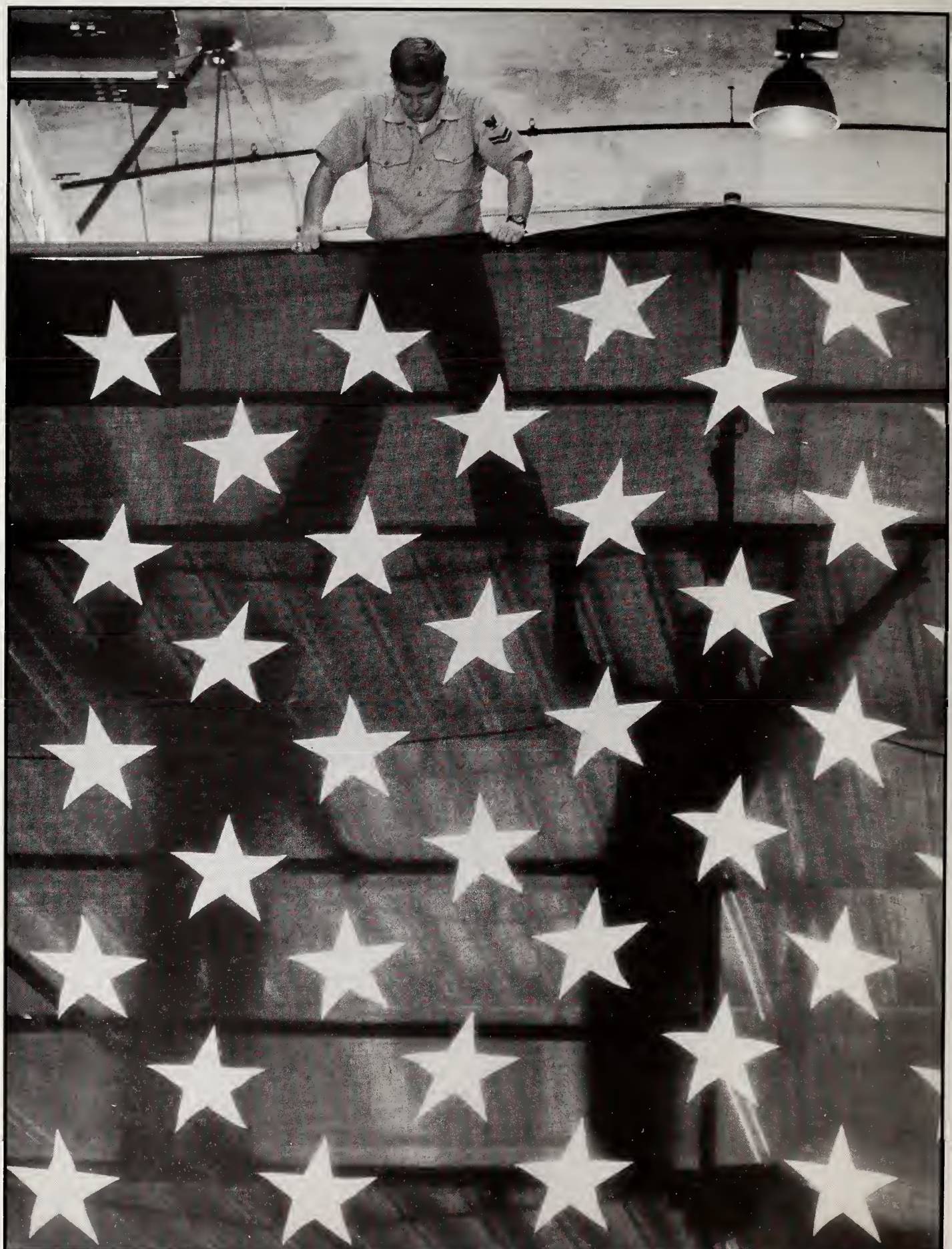

"Last minute adjustments" First place professional black and white. Photo by PH2 Patrick J. Cashin, Naval Reserve Fleet Imaging Unit, Willow Grove, Pa. Fleet Tactical Support Squadron 52 crew members hang a giant flag in preparation for a change of command ceremony at Naval Air Station Willow Grove.

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ALL HANDS

MAGAZINE OF THE U.S. NAVY
JANUARY 1991– NUMBER 886
69th YEAR OF PUBLICATION

Photo by JOC Miles Sample

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NAVY DEPARTMENTS DEPT. OF THE NAVY NAVAL AIR STATION JAN 24 1991 U.S. DEPOSITORY

Front cover: "Sunset over Sicily." *All Hands* photo contest first place amateur color. More winners on Page 20. Photo by LT Keith Beasley, Naval Dental Clinic, Norfolk.

Back cover: "Turning to." *All Hands* photo contest honorable mention professional color. AD2 Dean Garclan works on a Helicopter Anti-submarine Squadron (Light) 94 helo with a giant flag as a backdrop. Photo by PH2 Patrick J. Cashin, Naval Reserve Fleet Imaging Unit, Willow Grove, Pa.

News You Can Use

Military pay

Naval Home support

Because of a provision in the fiscal year 1990 Defense Authorization Act, Navy and Marine Corps enlisted personnel and warrant officers are contributing 50 cents a month from their pay to support the operation of the Naval Home in Gulfport, Miss.

The Naval Home has a 168-year tradition of service as a retirement residence for Navy and Marine Corps retirees and other sea service vets who earned campaign ribbons during wartime service. Residence criteria require applicants to be age 65 or older, ambulatory and in good physical and mental health. The home is a modern 11-story, carpeted and air-conditioned building with 580 rooms.

Resident services include limited medical and dental care, recreation facilities and personal services.

Last year Congress directed the Navy and Marine Corps to make the home self-supporting through a combination of user fees, deductions from pay of eligible sailors and Marines and proceeds from fines and forfeitures collected by the Navy. The Soldiers' and Airmans' Home is already supported this way. The Naval Home previously relied on appropriated funds for its operation.

Collectively, the 50-cent deduction from active-duty members' pay, plus an estimated $26 million from fines and forfeitures, will ensure that the home is available for future residents.

The funding changes are part of a realignment Congress has directed in the Armed Services Retirement Home System. An Armed Forces Retirement Home Board has been established to provide policy oversight for the Naval Home and the Soldiers' and Airmans' Home.

The FY91 Defense Authorization Bill has other provisions on the Naval Home, including one that would limit future residents to retirees and wartime vets with significant enlisted service. □

DEERS enrollment required for children under age one

A new DoD policy requires children under the age of one to be enrolled in the Defense Enrollment Eligibility Reporting System.

Under the new policy, people living near a military medical treatment facility are required to get an automated non-availability statement before CHAMPUS can pay for civilian non-emergency inpatient health care. CHAMPUS contractors will deny payment of claims if an automated NAS has not been issued on DEERS by the appropriate medical treatment facility.

This change is of special interest to prospective parents or those with children under one year of age. Under the new policy, these children will no longer have a one-year grace period during which time CHAMPUS claims were paid regardless of enrollment in DEERS.

For more information, contact NMPC Code 641 toll free at 1-800-443-9297, Autovon 224-3355 or commercial (703) 614-3355. □

Personnel issues

Double insignia

Chief of Naval Operations ADM Frank B. Kelso II has approved the wearing of up to two warfare devices on the Navy uniform.

Under the new policy, officers and enlisted personnel may wear warfare devices from two separate warfare communities, such as "wings" and "dolphins."

Guidelines for wear and examples of situations are in NavAdmin message 018/90. □

PCS information

Tour length changes

DoD recently approved tour length changes for officer and enlisted personnel ordered to duty in the Republic of the Philippines.

The accompanied tour length changed from 36 to 24 months and the unaccompanied tour length went from 24 to 12 months. An exception to this is for personnel assigned to the Joint U.S. Military Advisory Group and the Marine Barracks, which will stay at 18 months.

These changes are part of a continuing effort to house all U.S. personnel within a military installation, increasing security for all service members and their families.

A tour length change has also been approved for Exmouth, Australia. The accompanied tour length there has been changed from 36 to 24 months. The unaccompanied tour length remains at 24 months. □

Late fees authorized for delinquent repayments

Disbursing officers are now authorized to levy an administrative fee if you are late in repaying an overpayment of advance travel money.

Military Travel Advisory 6/90 and Naval Accounting Finance Center, Washington, D.C., message 232150Z July 90 authorized the penalty because literally hundreds of thousands of dollars are delinquent.

When an excess travel advance is discovered, you will be told by how much, the length of time you have to repay it and whether payment will be required by cash, check or payroll deduction. If you don't repay within the specified time, an administrative fee is charged.

Neither DoD nor the Navy has set the exact amount of the fee, or how long you have to repay the debt. These factors will vary from one activity to another. □

Shore duty at FSCs

Family Service Centers provide a full range of services, including counseling, education, training and information and referral services. Billets are available for ABE, ABF, ABH, AD, AT, AZ, BM, QM, RM, SM and SW ratings.

Interested petty officers first class and above should contact their detailers for more information and locations of available billets. Eligibility requirements and application procedures are outlined in the Enlisted Transfer Manual, Chapter 9. □

Educational assistance

Since 1964 the Navy and Marine Corps Relief Society has offered educational assistance programs to active-duty Navy and Marine Corps members, families of retired active duty and family members of deceased service members.

Programs offered by the society include: Stafford Student Loans (formerly Guaranteed Student Loans); Children of Deceased Active Duty loans; Children of Deceased Retired service members; and Active Duty Commissioning Programs. The amount of assistance given in an interest-free loan or grant depends on the needs and circumstances of each applicant. The funds can be applied to undergraduate or vocational training in the case of Stafford Student Loans, CDAD or CDR grants. ADCP funds are for undergraduate studies only.

Contact your local Navy and Marine Corps Relief Society for further information concerning education programs, or write to Navy and Marine Corps Relief Society Headquarters, Education Dept., 801 N. Randolph St., Arlington, Va. 22203-1989.

Team Support

London medics provide assistance to evacuees.

Story by JO1 Mark Osburn

Bowing to mounting international pressure, Iraqi President Saddam Hussein has allowed some foreign nationals held hostage in Kuwait following Iraq's invasion to return to their homelands. Navy medical response teams have been treating those evacuees requiring medical attention upon arrival of the evacuation flights in London.

Ranging in size from four to nine people, the teams are headed by doctors and hospital corpsmen from the U.S. Naval Medical Clinic, London, and augmented by reserve corpsmen assigned to the Fleet Medical Office of the Commander in Chief, U.S. Naval Forces, Europe.

The medical teams set up walk-in sick bays for the evacuees near immigration checkpoints at London's Gatwick airport. The doctors and corpsmen offer medical assistance to those who request it or are in obvious distress.

Doctors and corpsmen hand out bottled orange juice and water, make medical assessments, administer drugs and lend a sympathetic ear to the evacuees.

"On the average, we've treated about 20 people from each flight," said CDR (Dr.) Douglas M. Bond, medical director at the clinic. "Most of these folks were in good health, but were suffering from nagging infections or trying to get medication for ongoing conditions. But they're all physically and emotionally spent." He noted that many of the evacuees began their exodus from Kuwait and traveled many hours by bus through the desert to Baghdad where they went through the annoyance of procuring Iraqi exit visas.

"I guess you'd have to say our main function is providing psychological support," Bond said, "but there were exceptional cases."

On one flight, Navy medics treated a girl with 2nd-degree burns; on another, a woman doubled over with abdominal cramps was treated. For many children, diarrhea was a recurring problem, added the doctor.

"You can't help feeling sorry for these people," said Hospital Corpsman 2nd Class Israel Arroyo, one of the team's participants. They've left everything behind to get out of Kuwait. At least they got out with their lives."

The team documented all treatment and passed on their records to State Department doctors and nurses who accompanied the evacuees flying to the United States. According to Dr. Hal Rinier, a State Department psychiatrist who traveled with the evacuees on an Oct. 12 flight from London to Raleigh-Durham, N.C., the Navy medics' work made his job easy.

"They've (Navy medics) helped identify potential problems among the evacuees, giving us plenty of time to set up

special facilities at the stateside airports to treat the patients right after landing," Rinier said. "I've heard nothing but praise for the Navy medical people from the State Department doctors and nurses who've participated in these flights."

HM1 Gregory D. Carter, an independent-duty corpsman assigned to the clinic, credited their success to flexibility and teamwork. Carter helped organize the response teams and acted as liaison with embassy officials for flight arrival times and airport security clearances. He said his colleagues were always prepared, despite numerous last-minute schedule changes and middle-of-the-night flight arrivals.

"To give you an idea of what I mean, " Carter explained, "on a recent flight, we were first told the plane would arrive at 8 p.m. It was then changed to 10 p.m. There were several more changes during the night, until finally, just before four in the morning, we received word the flight was landing in just over two hours.

"It takes about an hour and a half to drive to Gatwick

CDR Douglas Bond, one of several London-based Navy doctors who provided medical assistance during evacuation of refugees from Iraq to London, found his participation both professionally and personally satisfying.

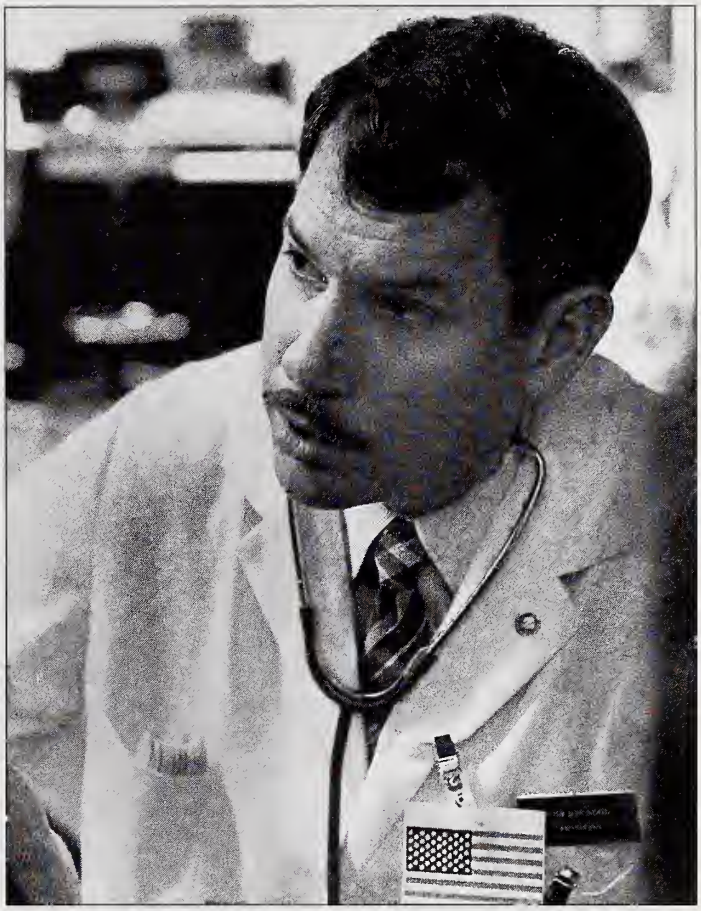


Photo by JO1 Mark Osburn

from where we are," he continued. "But we made it with plenty of time to spare, because we stayed in contact with everyone throughout the night and we were all ready."

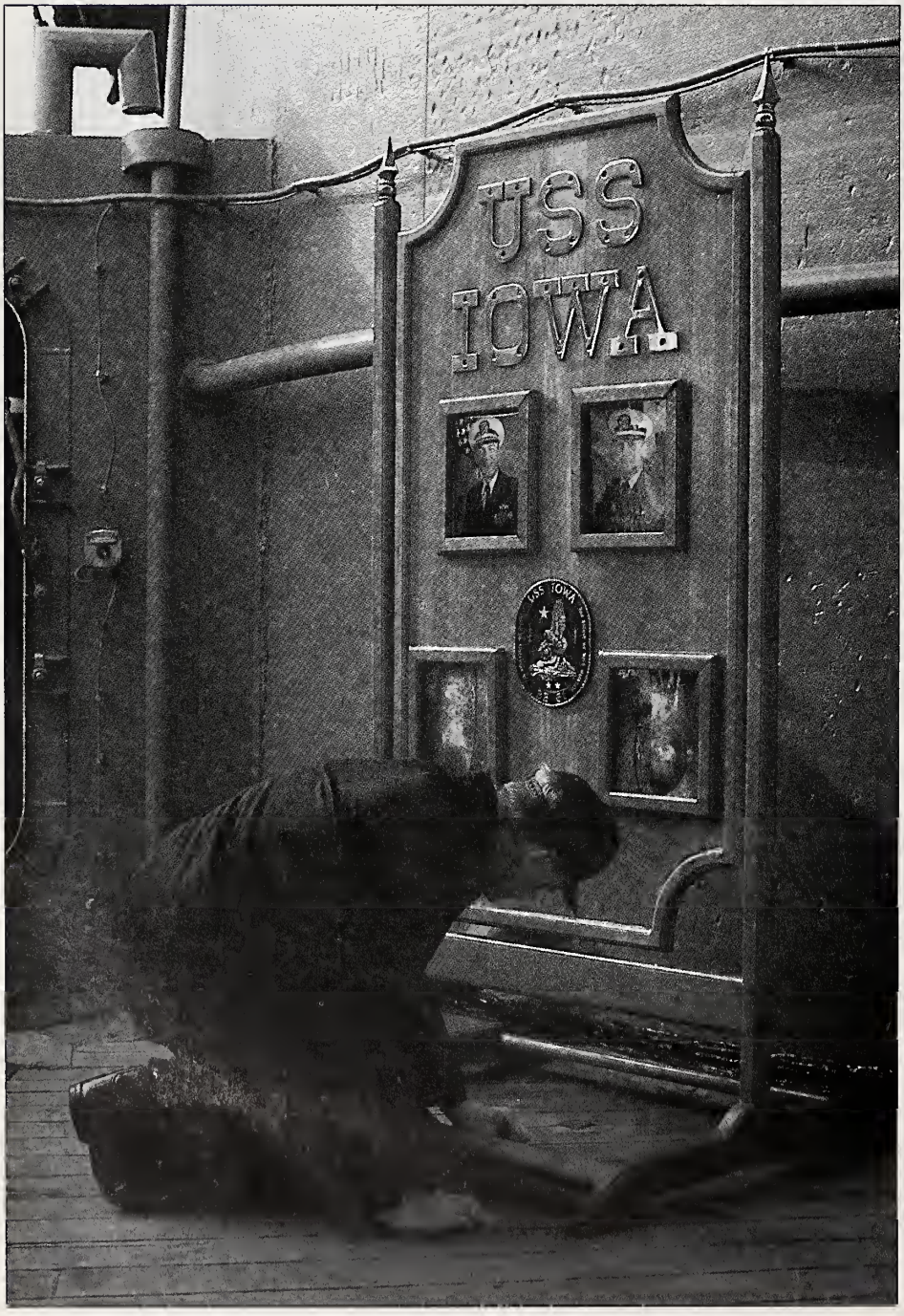
"From the professional and a humanitarian standpoint, it's very satisfying to treat these people," Bond said. "They're very appreciative of what we do."

As thousands of sailors and Marines present an omnipresent force in the Middle East as part of an international response to Iraqi aggression, the Navy medical teams in London treat those released from Hussein's grip. □

Osburn is assigned to the Commander in Chief, United States Naval Forces, Europe, Public Affairs Office.

A lady in waiting ...

Iowa *returns to familiar role*



Story by JO1 Melissa Wood Lefler, photos by PH2 Dante DeAngelis

No band played, no sailors in freshly-pressed dress blues manned her rails and no solemn procession of crew members marched off her brows to observe the characteristic rites of a ship's last active-duty day. Instead, while a solo trumpeter sounded taps, the latest chapter in the life of USS *Iowa* (BB 61) closed quietly Oct. 26, 1990, as CDR John P. Morse, the battleship's commanding officer, gave the order to decommission the ship.

A blustery, unseasonable "nor'easter" spoiled the crew's plans for a traditional pierside ceremony. Cold, rainy gusts, up to 60 mph, sent dixie cups spinning across the teak deck and tipped over thousands of metal chairs which had been stacked on the pier to seat the audience.

Because of the rainstorm, Morse invited the decommissioning ceremony attendees to board the ship. Present were plankowners from the original commissioning in 1943, as well as relatives of some of the 47 men who died aboard the ship in April 1989 when her number two 16-inch gun turret exploded. Hundreds of former crew members, ship's company and their families filed below, seeking shelter on the mess decks and elsewhere.

Although prevented from seeing the ceremony, which took place on the bridge, *Iowa*'s guests listened intently to the "1MC" as the remarks of the

A crewman works to keep *Iowa*'s wooden deck squared away prior to the decommissioning ceremony.

guest speaker, Vice Chief of Naval Operations ADM Jerome Johnson, were broadcast throughout the ship.

Johnson assured the crew that the battleship *Iowa*, although retired once more, will certainly not be forgotten. "*Iowa* will not be scrapped," promised Johnson, adding that the ship will lie in waiting as a symbol of the nation's resolve to keep the "Big Stick" (*Iowa*'s nickname) available. "If we need her again, she will be there," Johnson said.

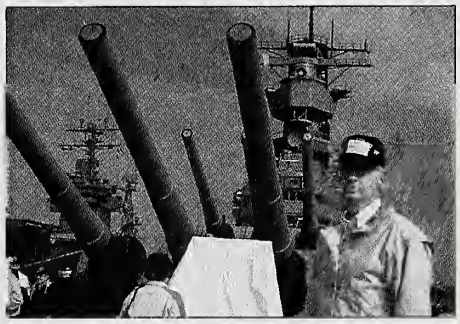
Since *Iowa*'s keel was laid 50 years ago, she has accrued fewer than 20 years of active service and has been commissioned and decommissioned three times. At one time in U.S. naval history such a cycle would have been the norm rather than the exception, Johnson pointed out — his comments seemingly aimed to soften the day's blow and put the occasion into historical perspective.

"In the early days of our Navy, a ship was not commissioned for its entire service life — it was commissioned to perform a specific duty. After performing the service, the ship returned home and was either stored or overhauled in preparation for a new commission.

"*Iowa*'s service life resembles the old way, although that was not the intention when she first joined the fleet," Johnson said.

Iowa joined the fleet in February 1943, the prototype of four mighty warships built during World War II which carried nine 16-inch guns on their decks and a wartime complement of up to 2,300 men each. *Iowa*'s first mission was to transport President Franklin D. Roosevelt to the shores of North Africa for conferences with Winston Churchill and Joseph Stalin in Cairo, Egypt, and Tehran, Iran.

According to original crew members, scuttlebutt making the rounds at the time claimed that Roosevelt disliked flying, and believed that the seemingly invincible *Iowa* would be the safest way to cross the Atlantic during wartime. Roosevelt returned to the states on board *Iowa* as well.

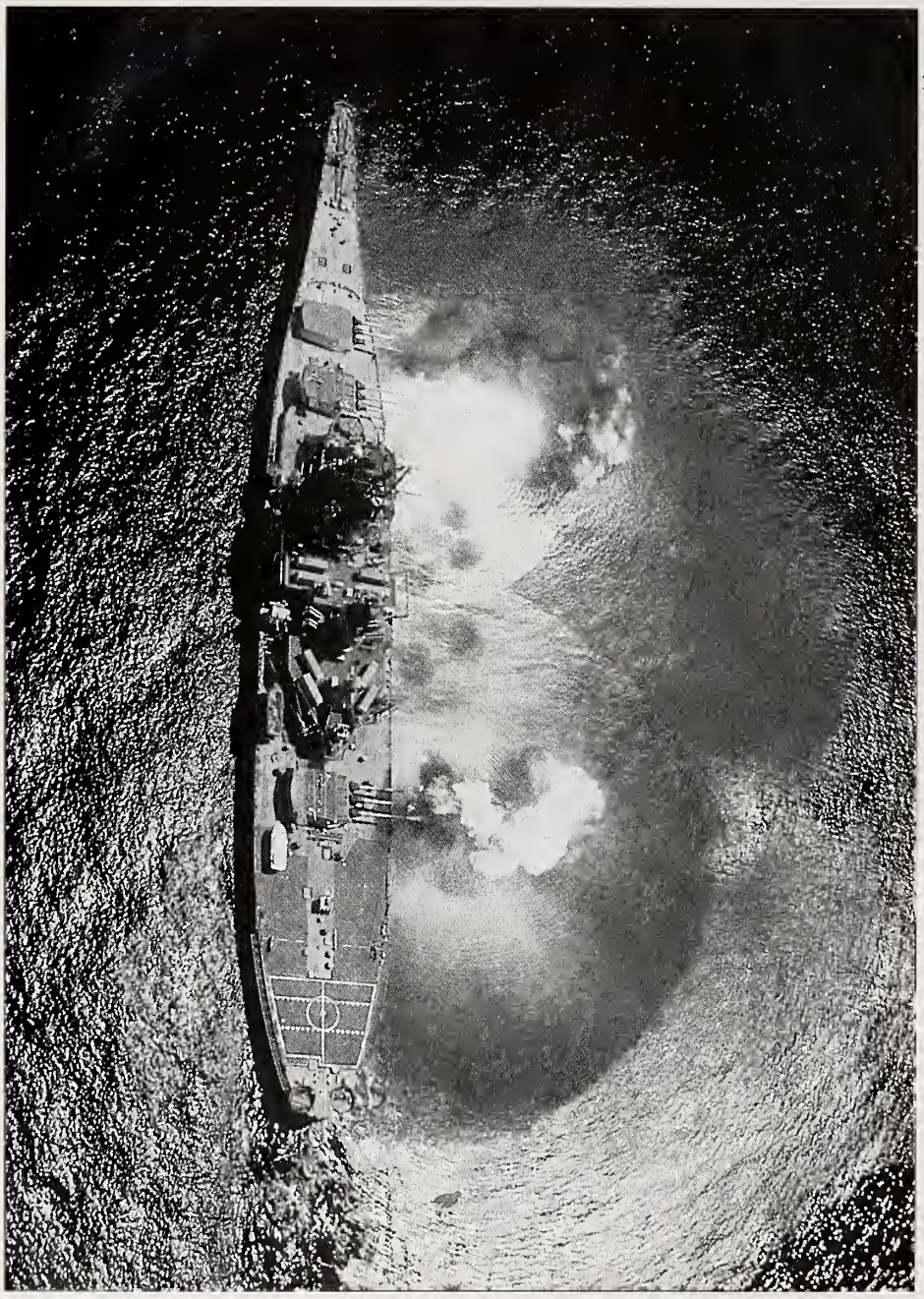


Top: MU3 Michael Langworthy, Atlantic Fleet Band, sounds taps. Left: CDR John P. Morse closes the log on USS *Iowa*. Above: Luther Chocklett, a former *Iowa* sailor, stands under 16-inch guns during the final hours of the battleship's service.

Halfway around the world, *Iowa* joined her sister ship, USS *Missouri* (BB 63), in Tokyo Bay when the Japanese surrendered on board *Missouri* in 1945. *Iowa* was decommissioned for the first time in 1949.

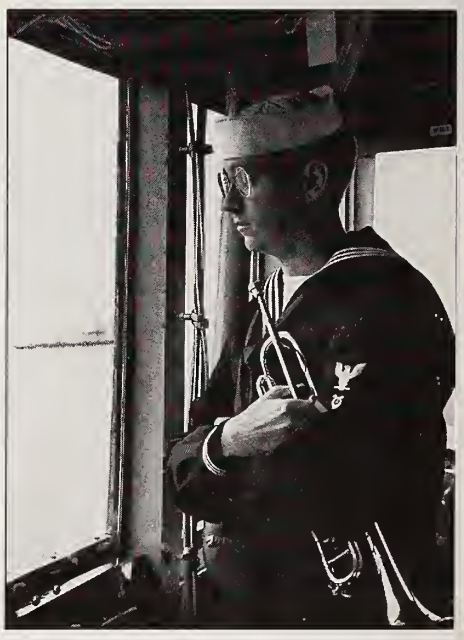
Just two years later, she was recalled to active duty for the Korean War. These were perhaps *Iowa*'s "glory days," say naval historians, when she was able to demonstrate the full power of a battleship. For six months off the coast of North Korea, *Iowa* fired 4,500 rounds from her main gun batteries up to 23 miles inland — more than twice as many as she fired during all of World War II. These 2,000-pound shells demolished targets like railroad lines, tunnels and bridges, and, say former crew members, struck fear into the enemy.

Despite this impressive record and proven capability of force, a battleship



U.S. Navy photo

Left: A broadside from *Iowa*'s 16-inch guns was heard and felt in three different wars. Below: Due to inclement weather the decommissioning ceremony was conducted over the 1MC. Bottom: MU3 Michael Langworthy reflects on the sad occasion of *Iowa*'s decommissioning.



is expensive to maintain. During peacetime such costs can be hard to justify, and budget considerations similar to today's helped bring about *Iowa*'s second decommissioning in 1953.

It cost more than $400 million and took just two years to bring *Iowa* from mothball status at the Philadelphia Navy Yard to full, modern warship capability in 1984, when she was commissioned once again. Since then, it has cost an estimated $35 million a year to run her. It is largely because of these substantial expenses, and not because of the tragedy that befell her in 1989, that *Iowa* was decommissioned once more, Navy officials said.

"The inactivation of *Iowa* is a necessary part of a major realignment of our naval forces in response to a changing world," Johnson noted in his decommissioning speech. "The Berlin Wall is down, there is one Germany and [Soviet] President [Mikhail] Gorbachev won the Nobel Peace Prize.

"These amazing events were made to happen by a nation and its allies who stood firm in the face of aggression and oppression," Johnson concluded. "*Iowa* was a part of that stance. We won the Cold War, and you, the men of *Iowa*, have earned a special place in history for that victory." □

Lefler is assigned to NIRA Det 4, Norfolk.

Keeping the memory alive

Iowa *Association works to keep ship's spirit alive.*

Story by JO1 Melissa Wood Lefler, photo by PH2 Dante DeAngelis

Overheard on board USS Iowa *(BB 61) the day before decommissioning. "Forty years ago, he went down that ladder head first — bet he couldn't fit down there now," — a sea story Korean War-era* Iowa *crew member Kenneth Murray of Venice, Fla., told his wife about a friend, while gesturing toward an open hatch in the battleship's forward deck. "I bet I could — if they were shooting at us like they were that day!" — the indignant reply of Murray's now rotund but reportedly once rail-slim shipmate and fellow division member.*

Iowa often inspired adjectives which also begin with "I" — imposing, impenetrable, indestructable.

And old or young, plankowner or current crew member, most of the 1,500 people who gathered in Norfolk for the battleship's Oct. 26 decommissioning hated to see it returned to inactive status for a third time.

Not ready to say "goodbye" just yet, three-year *Iowa* crew member Boatswain's Mate 3rd Class "Bulldog" Wilson volunteered for a stint on the battleship's caretaking crew. About one-third of the ship's full complement will remain on board until April to prepare *Iowa* for ultimate long-term storage at the Philadelphia Naval Shipyard.

"There's still a lot of life left in this ship," Wilson said Oct. 25, while repairing canvas awnings topside. "She's got nine lives. She'll be back and I'll be here for her."

Luther Chocklett, a member of the *Iowa* Association tours the ship one final time prior to the decommissioning.

Wilson was pleased when he heard that plankowners from *Iowa*'s first and second commissionings, in 1943 and 1951 respectively, were among a group of 50 or so USS *Iowa* Association members touring the ship her last day in commission.

Former crew members and their wives, most wearing Navy blue satin windbreakers and matching ballcaps with gold embroidery outlining the words "USS *Iowa* former crew member" and the years they served aboard her, examined the ship closely, patting ropes, hatch covers and bulkheads.

The vets expressed amazement about how these items looked the same, often wiping away tears before letting go and moving on.

Letting go, yet not forgetting BB 61, was foremost on the minds of about 400 *Iowa* crew members from World War II and the Korean War who traveled from distant points to attend her decommissioning. They were robbed of some of the pomp and circumstance they had traveled to witness; the ceremony was moved on board the ship at the last minute because of dismal weather.

In February 1943, at the Brooklyn Naval Shipyard in New York City, the

weather during *Iowa*'s debut was just about the same – cold, rainy and windy, remembered plankowner Clarence Martin. Martin served on board *Iowa* from 1942 through 1945, got out of the Navy and went home to Pekin, Ill. Then in 1983, after almost 50 years, Martin was reunited with his ship and his former shipmates after receiving an unexpected message.

"I was amazed when I got a letter from the USS *Iowa* Association," recalled Martin, who now lives in East Peoria, Ill.

Since becoming the *Iowa* Association's secretary seven years ago, former machinist's mate Lester Smith has worked tirelessly to find other *Iowa* vets. Smith joined the *Iowa* Association in 1978, just a year after it was started. He recalls the first reunion he attended.

"I didn't see anyone I knew; only about 37 people were there. I did find quite a few of my friends while making phone calls for the association, however." Now, says Smith, a typical *Iowa* reunion draws about 300 people and the ranks of the organization have swelled to 2,500 members.

Former *Iowa* shipfitter Luther Chocklett of Roanoke, Va., felt the tug of auld lang syne about five years ago. Chocklett wrote to *Iowa* asking if there was any way he could be involved with the battleship. Ship personnel referred him to the *Iowa* Association. "I didn't talk to anyone about the war until just recently," disclosed Chocklett, who served with *Iowa*'s first pre-commissioning unit in 1942, then stayed aboard the battleship until the end of World War II. "I never told my children anything about it."

As decades passed, Chocklett, like his fellow *Iowa* Association veterans, felt that it was time to re-examine what his brief, long-ago period of naval service signified, time to place his experiences aboard *Iowa* into the context of a lifetime. He realized that those three or four years on *Iowa* meant a lot and sharing the memories makes them count even more.

When Clarence Martin prepared for the first *Iowa* reunion he attended in 1983 he told himself not to expect too much, that there might not be anyone there that he recognized.

"I had just walked in the door and was signing the register, when I heard someone call out my name," said Martin. "Without looking up, I knew who it was. It was as if I heard his voice yesterday."

Moments such as those Martin described are what Smith has worked so hard to achieve. "Even something like this (the decommissioning) can bring people back together," Smith said. "And although I hate like hell to see her go to moth balls, it's better than razor blades. We'd never let that happen anyway," he said. "We'd buy it ourselves before we'd let that happen."

Former *Iowa* Association president Burle Woods of Virginia Beach, Va., explained from his perspective why the association is so active and so dedicated to its ship. They spent their youth on this ship.

"It's one part of their lives that is in a time capsule they could never forget – a time zone that stands still. They ate, slept and worked together. For those three or four years the Navy was the only family they knew, and for the most part, *Iowa* was the only Navy they knew.

Woods said that loyal *Iowa* Association members are usually men who did one hitch in the Navy, all on board the battleship. Career Navy people are not often as ardent members, although Woods hopes that will change now that the chance to serve aboard her may never come again. "Lifers don't have the allegiance we do," Woods said. "They've served aboard a lot of ships; it's like being married to four wives."

An exception to Wood's description is retired Chief Petty Officer Vince Clarke of New Cumberland, Pa. Although the boilerman served on board many types of ships during his 26-year career, for him *Iowa* stands out. And the mystique of *Iowa* transcends the undeniably meaningful circumstances: *Iowa* was Clarke's first ship, he was a plankowner for her second commissioning in 1951 and soon after commissioning the young sailor and his equally young shipmates went to war in Korea together.

"We went up and down the Korean coast, lobbing shells inland as much as 20 miles," Clarke recalled. "It was so hot in the berthing compartments we'd get a blanket and go to sleep up top while the guns were going off. After a while, you just got used to it – we were firing 25 days at a time.

"The last time I was on this ship was 1955, and this is the first time I've been to one of these functions," Clarke continued. "If it hadn't been for Lester Smith finding me and calling me, I wouldn't have known about this [decommissioning] get-together. It's certainly not the last time I'll see these guys," Clarke summed up. "I'm not going to lose track of them again."

Clarke was with his wife on *Iowa*'s deck, in the rain, when the order came to lower the colors and decommission the ship. He and his wife stood at attention, buffeted by the biting wind as taps sounded throughout the ship over the intercom system.

Then Clarke joined other veterans who walked around the teak deck, looking at her big guns one last time. Meanwhile, *Iowa*'s sailors, attired for the day in dress blues, started trickling off the ship by ones and twos.

"They're one of us now – former crew members," one elderly man with a "former crew member" *Iowa* Association ballcap told another as he watched a sailor descend the brow. "They'll be hearing from us." □

Lefler is assigned to NIRA Det. 4, Norfolk. JO2 Celeste Barrett Rubanek, of Navy Public Affairs Center Norfolk Reserve Detachment 208, contributed to this story. You can reach the Iowa *Association at its toll-free number: 1-800-279-*IOWA.

Photo by JOC Miles Sample

Hugo recovery

One year later at Roosevelt Roads

Story by JOC Miles Sample and JO2 Natalie Tanner, photos by JO3 Rich Henson

When monster Hurricane Hugo smashed directly into Naval Station Roosevelt Roads Sept. 18, 1989, the combined naval and air station was battened down tightly. The 33,000-acre base, along with the rest of eastern Puerto Rico, the U.S. Virgin Islands and several other Caribbean nations suffered widespread damage.

During Hugo's 18-hour seige, the training base fared better than most of eastern Puerto Rico's outlying areas. Excellent communication prior to the storm and the bunker-like concrete construction of most base buildings prevented complete destruction.

"Because of careful preparation before the 130-mph winds," said CAPT Michael F. O'Brien, commanding officer, "only four people were injured and those injuries were minor. There was extensive property damage on base, as well as destruction and many casual-

Above: Naval Station Roosevelt Roads marina on Sept. 18, 1989, when Hurricane Hugo made landfall.

Photo by Miles Sample

Left: Naval Station Roosevelt Roads marina, one year later. Below: BU3 Valarie Hoeppner radios instructions to public works. Bottom: MMC(SW) Donald Brown on board tug.

ties outside the gate."

Advance preparation before the storm and quick action after it were the keys to having the airfield and port operations resume the very next day in support of the Caribbean-wide federal disaster relief effort – actions earning all hands at "Roosey" a nomination for the Humanitarian Service Medal.

"Everyone here," O'Brien said, "including tenant commands, felt a sense of purpose and personal pride in being able to quickly return the base to operational status and help the many nearby cities that were devastated."

Builder 3rd Class Valarie Hoeppner was on duty at the public works department during the fierce winds. "The experience was quite a challenge," she said. "I had to work around-the-clock. Since phones were out, I used two radios to stay in contact with civilian personnel and Seabees attached to public works. My job was getting tools to more than 300 people working during the immediate recovery. There was no time for anything other than work."

The following morning, when "all clear" was sounded, Roosey residents left shelter to find a situation less than rosy. After assessing the damage and determining what to do first, all hands resolved to overcome this major natural disaster. The term "Hugo's heroes" was coined as a result.

It took heroes to jump out of shelters, survey massive damage and go to work rebuilding not only their lives but the lives of civilian neighbors as well. Hugo's heroes worked long hours, seven days-a-week, repairing and rebuilding a major naval station while assisting Caribbean communities at the same time.

On base, the storm collapsed several wooden buildings, left the port and airfield in shambles, uprooted trees, denuded foliage and left the base without commercial electricity, water and telephone communications for extended periods. Housing and most of the other concrete structures on station were relatively undamaged, but the rest of the base had significant damage to hangars, warehouses, piers, small craft, electronic equipment at the airfield and the electrical distribution system.

Within two weeks, communications, electric power, water and transportation were available to nearly all base locations. Key to massive repair efforts was the 29 military and 130 civilian employees of the public works department.

"It was our responsibility to help get things up to speed," said LCDR Rick Marrs, assistant public works officer. "One of the neatest things to happen was that everyone – civilian and military – pulled together."

Throughout the past year, public works engaged in recovery efforts that could take another four years to actually complete. "We spent $10 to $15 million locally and have $50 million for repair projects," said Marrs. The base cleanup and repair cost alone was estimated at nearly $160 million.

Although funding and contracting restraints caused some work delay during the past year, new telephone equipment has been installed, facility repair projects have been awarded, new vehicles continue to arrive to replace those damaged by Hugo and designs for military construction to replace demolished buildings await funds. Public works is now ready for the second phase of rebuilding Roosey with contractors ready to start permanent repairs.

Hugo changed the supply depart-

Left: A CH-53E *Super Stallion* helicopter lifts a sailboat while recovery detail Marines wade back to shore. Below: Deployed Seabees remove debris from around the headquarters area.

ment's priorities too. Following the storm, the 113 military and 104 civilian employees' most important task was to serve 6,000 meals a day, around-the-clock, for 10 days in a base galley operated entirely on emergency generator power. Active duty, family members, retirees, government employees and emergency personnel literally had no other place to eat.

Supply's fuels division established a functioning emergency base operations center in tents after Hugo demolished their building. They provided 10,000 gallons of fuel daily to 60 emergency generators around the base at key locations.

During a 96-hour period, the air terminal received and distributed

MMCS Venancia Virtusio distributes emergency relief supplies to residents of Naguabo, Puerto Rico.

more than 7 million pounds of emergency relief equipment and supplies to support the base and Caribbean communities.

LCDR Scott Samuelson, assistant supply officer, said, "Without prompting, military and civilian employees immediately reported to work. The supply team effort was never stronger despite the fact that many of these individuals lost homes, cars and valuables. They also made numerous critical, business-related calls using personal telephones when base phones were down. I'm amazed at, and quite proud of, all supply personnel."

At the waterfront, pristine waters of picturesque Ensenada Honda turned brown and nasty looking. Some 54 of the 82 boats in the harbor or berthed at the marina were damaged or sank. The 130 military and civilian personnel of surface operations contained oil spills, cleaned debris and took inventory.

The undamaged harbor tugs, yard ferries and landing craft immediately began 221 emergency disaster relief logistics runs to the islands of Vieques, Culebra, St. Thomas and St. Croix delivering essential water, food, medical supplies and building materials.

Chief Machinist's Mate (SW) Donald Brown, who rode out the storm underway on tug *Nanticoke* (YTB 803) in the harbor, said, "It was exciting and scary — more scary than anything. The tug held together real well, but it was the longest 18 hours of my life."

Now, a year later, serious hurricane damage to the piers limits electrical and telephone service available to fleet units here for training. With only one working harbor utility craft, the station is able to provide only routine logistic support.

Recovery efforts now revolve around procuring and refitting two utility landing craft to replace damaged LCUs. One harbor utility craft was seriously damaged and is undergoing repairs stateside. Temporary repairs made to piers and hurricane moorings are now complete while permanent repairs to piers, moorings and surface operation's buildings are pending.

On the aviation side, Ofstie Airfield lost air traffic control communications, navigational aids, weather equipment and suffered air terminal building damage. Air ops personnel immediately cleared aircraft movement areas, obtained and installed portable ATC facilities and jury-rigged a communications system, enabling aircraft with relief supplies to land within 24 hours.

After emerging from the disaster, the base actually had a two-fold job. "We were trying to get the base operational, but at the same time focus on helping those outside the gate to help themselves," said O'Brien.

Disaster assistance teams under Commander, Fleet Air Caribbean, immediately began work helping local communities including Humacao, Ceiba, Fajardo, San Juan, Vieques, Culebra and the U.S. Virgin Islands.

According to O'Brien, base actions improved relationships between the Navy and local communities. "I'm sure there was confidence in us from the beginning, but nothing compares to having that confidence put to the test. In fact," O'Brien said, "had the Navy and our sailors not pitched in so willingly, there would have been many more lives lost. I was very pleased to recommend all hands for the Humanitarian Service Medal. They certainly earned it."

Today, casual observers are hard pressed to detect signs that a killer hurricane smashed the base Sept. 18, 1989. Life and training exercises at the "Crossroads of the Caribbean" are once again routine and nature has amazingly restored the stunning natural beauty of the island. Roosey is once again open for business thanks to a lot of hard work. □

Sample is the public affairs officer for Naval Station Roosevelt Roads and Tanner is assigned to Naval Reserve Readiness Command, Dallas.

Desert Shield Chronology

Nov. 1 – Iraqi Information Minister Latif Nassif al-Jassim announces Iraq will soon release four Americans who are elderly or sick.

Nov. 2 – The White House announces President Bush will visit U. S. troops during Thanksgiving.

The State Department discourages Americans from accepting Hussein's offer to visit relatives held hostage during the holidays.

Nov. 3 – Secretary of State James Baker leaves for a week-long tour to the Persian Gulf and Europe.

Nov. 4 – Syrian tanks and troops join Arab forces.

The Iraqi information minister says Iraq will not withdraw from Kuwait even if it leads to war.

Nov. 5 – U.S. Secretary of State Baker, Saudi Foreign Minister Prince Saud al-Faisal and King Fahd reach agreement on the command of troops in the event of war.

Nov. 6 – China states it will not block a U.N. resolution authorizing the use of force against Iraq.

Hussein releases 77 Japanese hostages and 31 more from western countries.

Nov. 7 – Turkey, Bahrain, Kuwait, Saudi Arabia, Egypt and China say if the United States wants to maintain the international consensus against Baghdad, it must obtain U.N. approval before undertaking any offensive military action.

Nov. 8 – Secretary of Defense Dick Cheney announces deployment of more heavy divisions, Marines and ships to the Middle East.

Nov. 9 – The U.N. General Assembly rejects a move by Iraq to characterize the U.S. military build-up in the Middle East as a threat to peace.

Defense Secretary Dick Cheney states the Pentagon is no longer planning to rotate troops in Saudi Arabia and the U.S. forces already in the Gulf area or heading there will remain for the duration of the crisis.

Nov. 11 – King Hassan II of Morocco calls for an emergency Arab summit meeting to avert war.

Nov. 14 – Secretary of Defense Dick Cheney authorizes call up of 72,500 more military reservists, taking the first step toward fulfilling President Bush's decision to deploy up to 200,000 additional troops to the Middle East.

Nov. 15 – Secretary of State Baker begins discussions with the other 14 members of the U.N. Security Council seeking support for military action to force Iraq out of Kuwait.

Nov. 15-21 – Joint combined exercise *Imminent Thunder*, held in Saudi Arabia, includes an amphibious landing in the eastern province, air-to-air and close-air-support exercises and ground force training. The exercise includes 16 ships, 1,000 Marines and 1,100 aircraft.

Nov. 16 – President Bush leaves on an eight-day tour of the Middle East and Europe.

Nov. 18 – Iraqi officials announce all remaining foreign hostages will be freed in groups, starting Dec. 25 and continuing through March 25 "unless something should occur to disturb the atmosphere of peace."

The Navy's amphibious landing exercise, a part of *Imminent Thunder*, is postponed due to inclement weather, however, the airborne aspects of the mock assault continue.

Nov. 19 – The Commandant of the Marine Corps orders 49 units from various states to report for active duty between Nov. 24 and Dec. 1.

Nov. 21 – The Secretary of the Navy announces the call-up of 30 Naval Reserve units from 13 states and the District of Columbia.

Nov. 23 – The Secretary of Defense delegates authority to the Secretary of the Army to involuntarily extend foreign service tours indefinitely, extend training at Army schools through the traditional Christmas and New Year holidays and to suspend retirements or discharges.

Nov. 26 – The five permanent members of the U.N. Security Council draft a text allowing Iraq "one final opportunity" to comply with previous U.N. resolutions and pull its troops out of Kuwait by Jan. 15 or the U.N. has authorization to "use all necessary means ... to restore international peace and security in the area."

USS *Philippine Sea* (CG 58), USS *Thomas C. Hart* (FF 1092) and two multinational craft intercept *Khawla Bint Al Zawra* in the northern Red Sea. The Iraqi-flagged cargo ship refuses repeated requests to stop, but permits a boarding and search after *Philippine Sea* fires warning shots across the bow.

Nov. 27 – DoD announces post-Christmas deployment of USS *Theodore Roosevelt* (CVN 71) and USS *America* (CV 66) carrier battle groups with appropriate escorts and embarked airwings.

Khawla Bint Al Zawra is cleared to proceed after a Navy boarding team determines the vessel is not carrying prohibited cargo.

The Senate Armed Services Committee begins an intensive congressional review of U.S. policy in the Gulf.

Three American and 12 British hostages freed by Iraq arrive in Jordan along with German nationals who come out of hiding in Kuwait.

Intercepts to date: 4,162; 500 boardings; 19 diversions; 85,635 reserves called.

Nov. 29 – The U.N. Security Council approves a resolution authorizing use of military force unless Iraq leaves Kuwait by Jan. 15, 1991.

DoD announces American troop strength at over 240,000 in region. □

Do unto others ...

Sailors volunteer as EMTs.

Story and photos by John E. Peters

When three Soviet ships visited Norfolk in 1989 Senior Chief Fire Control Technician (SW) John Fusco and Chief Interior Communications Electrician (SS) Jeff Stockton were on hand. They weren't there to see the ships or meet Soviet sailors, but to provide medical assistance for the nearly 18,000 visitors during two days of public visiting.

Fusco and Stockton are just two of many Hampton Roads sailors who volunteer their off-duty time as emergency medical technicians in Virginia Beach, Va., the state's largest city.

Virginia Beach's emergency medical service consists of 11 volunteer rescue squads that make up the largest all-volunteer EMS system in the United States. These volunteers serve the city's 360,000 citizens 24 hours-a-day, 365 days-a-year.

Of the 635 volunteers, many are active-duty sailors from Naval Air Station Oceana, Va.; Naval Amphibious Base Little Creek, Va.; ships and commands at the Norfolk Naval Base; and other activities throughout the Hampton Roads, Va., area. Others are Naval reservists and DoD civilian employees.

All are certified as EMTs. Some have specialized training as cardiac technicians or paramedics, who can perform advanced life-saving skills including starting intravenous hookups, reading electrocardiograms and administering drugs and electric-shock treatment to heart attack victims.

Because of the volume of visitors to the Soviet ships, the Kempsville Volunteer Rescue Squad assisted the Navy by providing an ambulance at the pier for the visit.

"We passed out a lot of adhesive bandages and Gatorade," said Stockton, stationed aboard USS *Atlanta* (SSN 712). "Most of the problems were heat related. The temperature was in the 90s and people were waiting in line a couple of hours for the tours." One visitor, overcome by the heat while on board a Soviet ship, was taken to a local hospital.

"Our EMS system is quite different from the Soviet's," explained Fusco, who retired from the Navy in July 1990. "There was a corpsman on each Soviet ship, but they were surprised at the things we do in the field. A Virginia Beach paramedic, who was assisting with the visit as a reservist, did an electrocardiogram and started an IV on a patient before we left the pier."

The volunteers come from all ratings and paygrades. Most join the rescue squad serving their neighborhood. Those who live on base or outside Virginia Beach may join one of several squads that doesn't have a city residency requirement.

Many volunteer as members of special rescue teams that include divers, specialists in water rescue, heavy and tactical rescue and vehicle extrication. Some hold leadership positions in their respective rescue squads.

The reasons for becoming a volunteer EMT are as varied as the individuals, but all share a common interest in serving the community and get satisfaction from helping others in a time of

AM1(AW) Dave Kittle gives directions to students during a vehicle extrication training class.

need. Often, the Navy benefits from their experience too.

The city provides training for those who need it. Certification as a first responder, which takes six weeks of part-time, evening classes, is needed to ride in an ambulance as a trainee. To become an EMT, the basic level of certification takes three months of part-time training that involves classroom and clinical instruction and passing a written and practical exam. Certification as a cardiac technician or a paramedic takes an additional 18 months of evening classes and requires at least one year of experience as an EMT.

"It's not like a paid job — I want to do this," explained Radioman 2nd Class Rick Roberts. "I'm not doing it for the money. All volunteers have one goal — to save a life or prevent injury."

An EMT with 12 years experience, Roberts has been with the Ocean Park Volunteer Rescue Squad in Virginia Beach for two years. He serves on Ocean Park's boat team and is a crew member on the truck that responds when people are pinned in a vehicle following an auto accident. As the squad's training officer he devotes more than 100 hours a month to his volunteer duties. He is also a cardiopulmonary resuscitation instructor and has trained 150 people at Submarine Force, U.S. Atlantic Fleet.

Aviation Boatswain's Mate (Handler) Airman Apprentice Addison Martin joined the Kempsville Rescue Squad in March 1990. "It's something constructive to do with my spare time," Martin said, "and a chance to further my education." The training he receives as a member of the squad's heavy rescue team directly relates to his job on USS *Theodore Roosevelt* (CVN 71), which involves extrication in flight deck emergencies. In addition to learning medical skills as an EMT, he gets training in extrication techniques and the use of specialized hydraulic rescue tools.

CDR (Dr.) Bob Slack started in Virginia Beach's EMS 15 years ago and has held every office in his squad at least once. He has been chief of the Davis Corner Fire Department and Rescue Squad for five years. Assigned to Commander, Carrier Group 4, NAS Norfolk, he got into EMS because of his wife.

"When I was deployed on USS *Independence* (CV 62) my wife Donna met an old friend who was a member at Davis Corner. That got her interested and she became one of the first women in the system. When I came home, the only way I could see her was to join."

Slack started with advanced first aid, became an EMT and is now a cardiac technician. He finished paramedic training but couldn't complete testing because of a deployment. He was also chosen as one of the first volunteer EMS field supervisors.

"The people make the difference," he said. "The variety of personalities makes the system strong. No matter what you're doing, when you roll out the door personalities are put aside and you are a team. It's challenging because very often what you're sent out for is not what you find when you get on the scene."

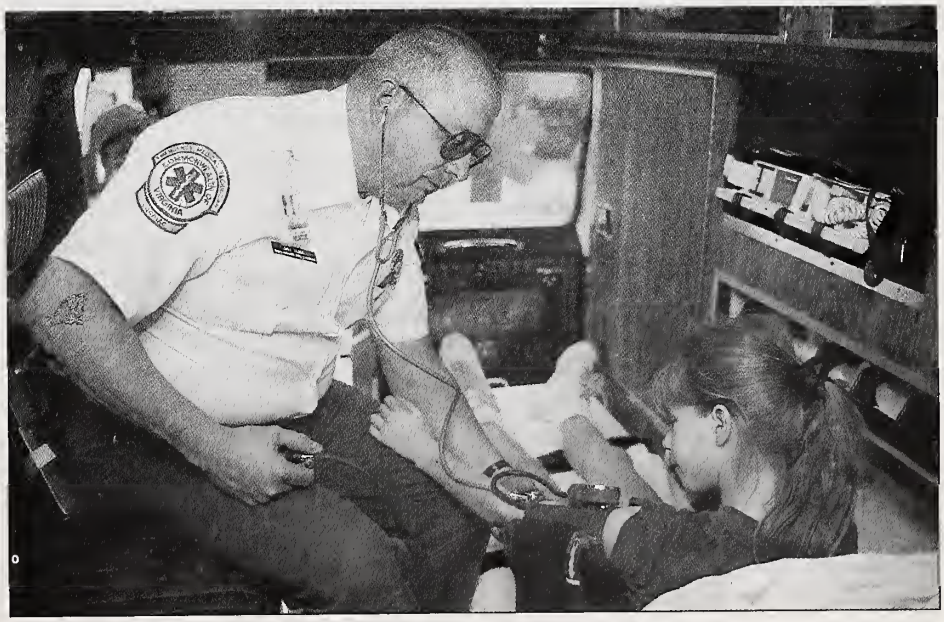
He proudly tells the story of the day Davis Corner responded with an all-Navy crew. "We got a call and realized that we had a commodore, a lieutenant, myself and a petty officer on the crew."

Armand Rubbo, who retired in August 1990 as a chief aviation support equipment technician, got involved with his local volunteer fire department during high school. "When I was assigned to Virginia Beach I thought it was great. I joined a volunteer fire department 15 years ago and gradually got into EMS."

Also a member at Davis Corner, Rubbo is a nationally registered paramedic. In addition, he is an EMT instructor, advanced cardiac life-support instructor, emergency-vehicle operator instructor, a level-III firefighter, dive team member and squad truck crew member. He was named the Norfolk Naval Base 1988 Military Citizen of the Year, an honor earned by Slack in 1978.

"I like the motivation that brings people into the Virginia Beach EMS system," Rubbo said. "People do this because they want to do it."

Machinist's Mate 1st Class (SW)



CDR Bob Slack checks a young girl's blood pressure. Slack is chief of the Davis Corner Fire Department and Rescue Squad.

Below: HM3 Frank Lugo, assigned to the Boone clinic at NAB Little Creek, checks stabilization on an overturned vehicle during a drill. Left: ICC Jeff Stockton checks the oil in an ambulance. Complete maintenance checks are done at the start of each shift. Below left: AT1 Jim Geisinger starts an IV on a patient enroute to the hospital.

Pat Stark had different reasons for joining the rescue squad. His son was born with a birth defect and spent time in Norfolk's Children's Hospital of the King's Daughters.

"I wanted to give something back because they had done so much for our son, but at the time there were no volunteer openings at King's Daughters," Stark said. A friend who was a volunteer EMT suggested he try EMS. "Although I had no prior experience, it has given me a lot more confidence in caring for our son."

Stark is the command physical fitness coordinator at Shore Intermediate Maintenance Activity, Little Creek. He is working toward certification in sports medicine and feels his EMT training will help him reach that goal.

"New people come to the area and don't realize it is a volunteer system. They're used to having a tax-supported service. I've had people ask how much I get paid. They're surprised when I tell them 'nothing.' The satisfaction outweighs any money I could get."

Chief Electronics Warfare Technician Jeff Brennaman, from USS *Guadalcanal* (LPH 7), got involved on a lark. He was handy with tools and started helping his local rescue squad with their maintenance needs five years ago.

"I had the time and a toolbox, plus I had electronics training in the Navy," he said. "I found people kept finding ingenious ways to break things and asked if I could ride along and see if I could fix it."

To ride on the ambulance he had to have medical training. He took three weeks leave and completed an EMT class at Naval Hospital Portsmouth, Va. He went on to become a registered paramedic and is captain of the Princess Anne Plaza Volunteer Fire Department and Rescue Squad.

"There is a sense of belonging and wanting to contribute to the community. The rewards are the smiles and knowing you have done something to ease someone's pain or suffering," he said.

"I'm an advanced cardiac life support instructor and teach ACLS to Navy doctors. They ask me which clinic I work at, and are surprised when I tell them I'm not a corpsman."

LCDR Lorna Ramsey, a nurse at Portsmouth and a paramedic with the Virginia Beach Borough Rescue Squad, is also active in EMS education. She teaches the Navy EMT class at the hospital and also teaches the regional paramedic course at Tidewater Community College. She has had a hand in

training and testing many of the EMS people at Hampton Roads.

"Being on the street challenges my skills to the highest level. I use all my training as a nurse and as a paramedic," she explained. "In a hospital you are part of a larger team – on the street there is only you and your partner to rely on. Your skills have to be sharp." Ramsey sees EMS as her way of getting rest and relaxation. "It's an outlet, a morale builder," she said. "I actually look forward to weekends."

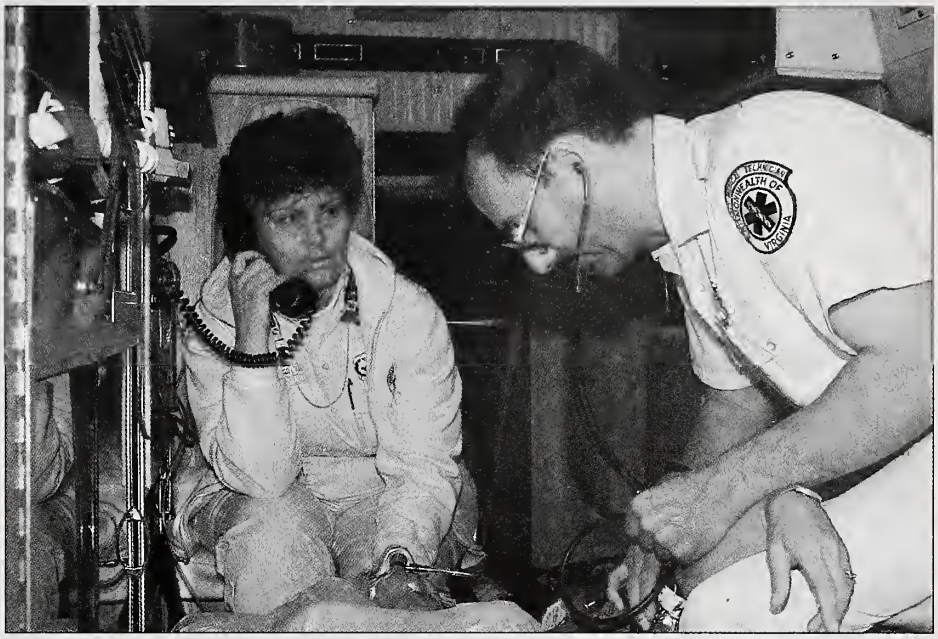
Aviation Electronics Technician 1st Class Jim Geisinger, who works in the aircraft intermediate maintenance department at NAS Oceana, is a cardiac technician with Ocean Park and got his start in the early '80s.

"I got involved at a time when there was no advanced life support. People were dying right and left," Geisinger said. "Now, as cardiac techs using ALS procedures, we have better results. We're making a difference," he explained.

Duty schedules vary among the different squads, but most require members to stand three or four duties a month. Generally, day duty runs from 6 a.m. to 6 p.m. and night duty from 6 p.m. to 6 a.m. When additional crews are needed for a second call in the squad's area of responsibility, members are summoned from home by pagers, which are also used to alert special teams. Dispatching is handled through the city's emergency operations center which dispatches all fire, police and rescue squads through a 911 system.

"Every call is different," explained Fleet Training Unit Little Creek's FCC Leo Zeek, a cardiac technician with the Sandbridge Rescue Squad. "It's not monotonous. Even a breathing difficulty call can be different. One time it may be due to asthma, the next because of a heart attack. That's where your detective skills come in."

Even when standing rescue duty these sailors are not far from the Navy. Virginia Beach EMS serves family



Above: LCDR Lorna Ramsey and AK1 Larry Buck treat a patient enroute to the hospital. Right: HM3 Frank Lugo operates high-pressure air bags during a training drill. The bags are used to lift or stabilize a vehicle to free people trapped inside.

housing areas at NAB Little Creek, NAS Oceana and Carper family housing in Virginia Beach. Nights and weekends they transport critical patients from Navy clinics to local hospitals or to Portsmouth.

On one Saturday night Ramsey and her partner, Aviation Storekeeper 1st Class Larry Buck, from USS *America* (CV 66), took three tries to finish dinner. They were called for a heart attack, a maternity case and an injured hand. Across town, Geisinger responded to an asthma attack and a burn victim, while Brennaman was treating an injured knee. Fusco, a crew member on Kempsville's heavy squad truck, responded to a three-vehicle accident on the interstate where a victim was trapped. All in all, it was a typical night.

Whether it is the camaraderie, the feeling gained from helping others or the satisfaction of doing a tough job, they all keep giving. Their community and the Navy are both better for their involvement. □

Peters is the public affairs officer for Naval Facilities Engineering Command, Atlantic Division, Norfolk.

Photo contest winners

The second *All Hands* Photo Contest drew nearly 150 entries in its five categories. Surprisingly, the majority of entries were from amateur photographers representing a wide variety of ratings, from aviation boatswain's mates to hospital corpsmen, to name a few. Coast Guardsmen, Navy civilians and officers from around the fleet also submitted entries.

The photos covered a wide range of subjects, from drug interdiction to emotions upon deployment, from weapons being fired to sunsets.

The contest was judged by Russ Egnor, director of the Navy's Office of Information Still Photo Branch, Senior Chief Journalist (SW) James R. Giusti, Managing Editor of *Surface Warfare*, and Toby Marquez, retired Navy public affairs officer, cinematographer and photojournalist who is now working as an independent producer.

The 3rd annual *All Hands* Photo Contest will be announced in next month's issue. See the inside back cover of the February issue for details. All hands are welcome to compete.

"Bird on a line"
Second place professional color. Photo by PHAN Felix Garza, USS *Enterprise* (CVN 65). Plane director on the "Big E" prepares an F/A-18 *Hornet* for launch.

"One, two, three, heave!"
Third place professional color. Photo by PH2 Delores Anglin, Naval War College, Newport, R.I. Boatswain's mates on board USS *Connole* (FF 1056), homeported in Newport, R.I., take the slack out of the line as she berths pierside.

"Warning red, weapons free"
Second place amateur color. Photo by DS1(SW) James A. Goulet, Mare Island, Calif. An SM-2 is fired from USS *Cochrane* (DDG 21).

"Refueling into darkness"
Tied for 3rd place amateur color. Photo by Jeffrey P. Erickson, Navy Recruiting District, Chicago. USS *Forrestal* (CV 59) refuels with USS *Milwaukee* (AOR 2).

"Through the Bullnose"
Honorable mention amateur color. Photo by LT Karen M. Kohandwich, Commander, Support Squadron 5, Pearl Harbor. A Boatswain's Mate touches up the tow rollers of USS *Safeguard* (ARS 50) in Sasebo, Japan.

"USS *Halsey* in drydock"
Honorable mention amateur color. Photo by MM3 Todd M. Stoudt, USS *Halsey* (CG 23).

"Helo in Hong Kong"
Tied for 3rd place amateur color. CWO 3 David L. Morton, NAESU Det., Beaufort, S.C.

"Lone Sailor"
Honorable mention professional color. Photo by HM2 Randal Tucker, Naval Hospital, Jacksonville, Fla.

"Close-in MK 15 weapons system"
Honorable mention professional color. PHAN James M. Lamont, USS *Constellation* (CV 64). On board USS *Constellation* during a weapons test off the coast of South America.

"Stand down"
Honorable mention amateur color. Photo by OS1 Michael E. Pardue, USS *Emory S. Land* (AS 39), Det. 407.

"Untitled"
Honorable mention amateur color. Photo by AX3 William Russell, NAS Dallas.

"Too beautiful to burn"
Honorable mention amateur color. Photo by ABHAR Jose A. Rivera, USS *Okinawa* (LPH 3).

"Refueled and ready to go"
Honorable mention amateur color. Photo by Jeffrey P. Erickson, Navy Recruiting District, Chicago. A destroyer having just refueled with USS *Milwaukee* (AOR 2) in the Atlantic heads out on patrol.

"Untitled"
Honorable mention professional color. Photo by PHC Ira Huble, Naval Reserve Fleet Imaging Unit 193, Willow Grove, Pa.

"Coast Guard launches a new era"
Honorable mention professional color. Photo by Coast Guard PAC Ken Freeze, Coast Guard Pacific Area, Alameda, Calif. USCGC *Mellon* (WHEC 717) fires a *Harpoon* anti-ship missile during a test off the coast of Oxnard, Calif.

"Untitled"
Second place professional black and white. Photo by PAC Ken Freeze, Coast Guard Pacific, Alameda, Calif. A Coast Guard helicopter hovers over a utility boat during training operations in San Francisco Bay.

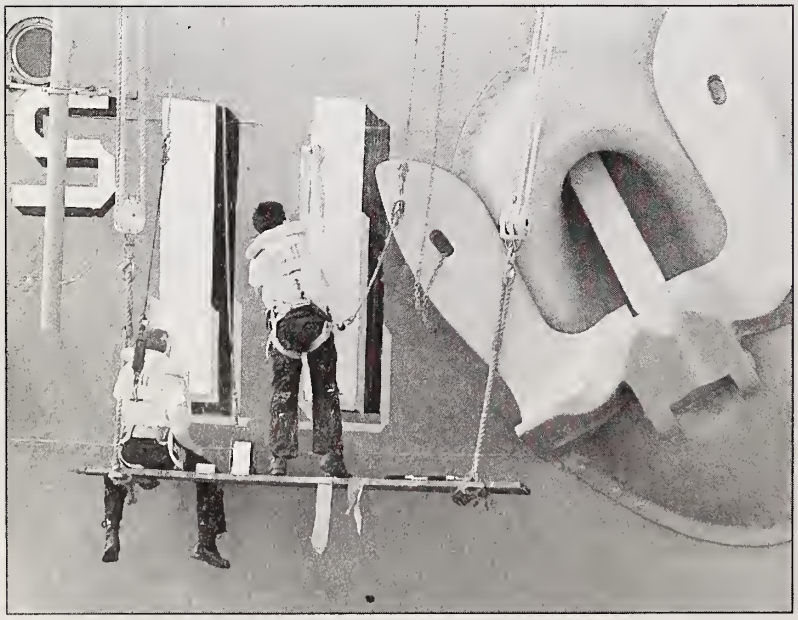
Below: "Number 2 port cleat"
Honorable mention amateur color. Photo by MMC(SS) Kurt G. Kessel, Naval Submarine Training Center Pacific, Pearl Harbor. Water cascades off a cleat of USS *Sculpin* (SSN 590) as she transits the Panama Canal.

Left: "After the goodbyes"
Honorable mention professional color. Photo by PH3 M. Clayton Farrington, USS *Forrestal* (CV 59). A young sailor struggles with his emotions after departing for the Mediterranean.

"Five-inch projectile captured"
Honorable mention amateur color. Photo by GMG2 Jeffrey A. Maddrey, U.S. Naval Magazine, Subic Bay Republic of the Philippines.

Left: "Spotted"
Honorable mention professional black and white. Photo by Coast Guard PAC Tom Gillespie, Defense Information School, Fort Benjamin Harrison, Ind. Petty Officer Kenneth Sylvester mans an M-16 as the patrol craft *Manitou* (WPB 1302) comes alongside a suspected drug vessel.

"Buoy work"
Honorable mention professional black and white. Photo by Coast Guard PAC Tom Gillespie, Defense Information School, Fort Benjamin Harrison, Ind. SN Don Robertson hands down a temporary buoy marker to SN David Funk for storage.



"Untitled"
Honorable mention professional color. Photo by PH3 Karl W. Berner, USS *Fulton* (AS 11). □

Oils and Solvents

Large doses may cause numbness of limbs, drowsiness, loss of consciousness and even DEATH!

Story by JO1 Chris Price

Imagine someone deliberately dumping gallons of used engine oil, antifreeze and turpentine next to the swing set at the neighborhood park where your children play. Imagine having to breathe the foul odor of oils and solvents permeating a poorly ventilated underground parking garage.

Improper disposal of all used oils or solvents – no matter how innocent they may appear in use – can pose a serious threat to the environment and to human lives. Methyl ketone, a colorless liquid commonly used as a paint thinner and for cleaning metal parts, is highly toxic. Prolonged inhalation is known to cause headaches and irritate the eyes and throat.

According to information from the Navy Bureau of Medicine in Washington, D.C., large doses of ketone over an unspecified time period will cause numbness of limbs, dermatitis, drowsiness, loss of consciousness and damage to the central nervous system.

Within its jurisdiction, the Navy is working on ways to alleviate problems associated with improper disposal of solvents like methyl ketones, along with the disposal of oils used in the day-to-day operation of vehicles and aircraft at naval installations.

Since 1971, the Navy has had a person within public works handling environmental concerns ranging from disposal of plastics at sea or asbestos removal from government buildings to the disposal of oils and solvents. All representatives are responsible for keeping abreast of and ensuring the Navy complies with the latest Environmental Protection Agency regulations (or state guidelines). Each installation and ship is unique in how it deals with these issues, due mainly to funding and resources.

The Navy trains all hands who work in the mechanical and industrial fields on the importance of proper disposal of liquid wastes generated in their spaces – mainly oils and solvents. As an added bonus, some installations have

"EPA has criteria which determine whether the residue is hazardous . . . generally, we have to pay more for disposal if something is classified as a hazardous waste."

started recycling old oils and solvents for reuse which saves the government money.

"Installations are not specifically required to recycle oils and solvents," said Suzanne Berkman, environmental engineer at the Naval Facilities Engineering Command in Alexandria, Va. "They are required to reduce the amount of hazardous waste that they generate. OpNavInst 5090.1A says that all major claimants will reduce hazardous waste by 50 percent by the end of 1992 – and a very popular and common minimization technique is to recycle."

In 1989, shore facilities worldwide recycled 1,400 tons of solvents. But according to Berkman, "this figure shows nothing about how many tons of waste solvents were actually *generated* by the Navy."

In 1988, 1,200 tons were recycled, with 900 tons recycled in 1987. Berkman adds that the increased quantity of oils and solvents being recycled each year is due mainly to personnel awareness.

There are differences between oils and solvents. Solvents include such substances as ketones, petroleum naphtha, 111 trichloroethene and Freon. These substances are used by the Navy for cleaning, in painting operations, laboratory research and electronics and aircraft maintenance.

The oil category includes machine coolants, engine oil, jet fuel and torpedo fuel. Commands which generate the largest quantities of both oils and solvents are naval shipyards, air stations and aviation depots.

According to Berkman, what's really important is whether or not the recycled material can be used again in the same capacity.

"When they recycle torpedo fuel," she said, "they may only put the recycled product into a practice torpedo – not into the real thing. The second time around, some oils and solvents may not be clean enough or good enough for their original purpose.

"This is why some recycled oil originating from an engine might turn up as supplemental fuel in a boiler – rather than returning it to an engine," she said. "You may not be able to reuse solvents in the same operation where you generated it."

Recycling oil involves a separation process, where the oil is put through mechanical separators or filters which remove water and residue. The oil layer is skimmed off the top for reuse and the water layer is properly treated and disposed of.

"The EPA does not consider oil to be hazardous," said Berkman. "The reason most states are recycling it is because it has an economic benefit. The Navy classifies the oil in New Jersey and California as hazardous waste, because those states consider it to be a hazardous waste. This is an example of where the Navy is following a more stringent requirement set by the state."

Solvents are normally distilled in order to purify them. The process involves heating the fluid in a "still" – which looks similar to a gas station pump and requires only minimum supervision.

Solvents are boiled – usually for six to eight hours at 250 to 280 degrees Fahrenheit. The time varies depending on how much dirt is in the solvent and on the solvent's boiling point. After recycling, the solvent is returned to its originator for reuse.

According to Greg McBrien, another NavFacEngCom environmental engineer, "Up to 80 percent of the

Photo courtesy of NavFacEngCom

Used solvents are siphoned into the still, (center) and returned to a 50-gallon drum after distillation.

waste solvent can be reused after distillation and careful consideration is given to the 20 percent that remain.

"After the boiling, you're left with some impurities in the bottom of the solvent still." The residue is generally considered hazardous waste and must be disposed of at a special landfill or treatment facility.

"EPA has criteria which determine whether or not the residue is hazardous," he said. "It's based on how flammable the waste residue is. However, environmental coordinators at the installation would make that determination."

McBrien adds that hazardous waste disposal is expensive for the Navy. "Generally, we have to pay more for disposal if something is classified as hazardous waste," he said. "The disposal funds are handled through the Navy Comptroller's Office and allocated to each of the major claimants [activities] for waste disposal each year."

McBrien said ultimately each installation will be responsible for their own disposal costs, which will be included in their fiscal year budget. This may force some naval installations to start developing innovative ways to reduce the waste they generate — or else, they may be spending a greater portion of their budget for waste disposal in the future.

Naval Air Station Whidbey Island, Wash., is one installation that has implemented a hazardous waste minimization program, saving their base $400,000 annually. They've already reached the 48 percent mark — just short of the Navy's 50 percent hazardous waste reduction goal.

Whidbey Island's successful "HazMin" program starts with oil segregation at command work centers. Using 500-gallon, portable, above-ground tanks or "bowsers," personnel pour their used oils — primarily crankcase oil, JP-5 aircraft fuel and hydraulic fuels — into labeled containers. The used solvents are also placed into containers specifically marked for "solvents." So far, personnel have managed to collect 100,000 gallons of used oils and solvents in one year.

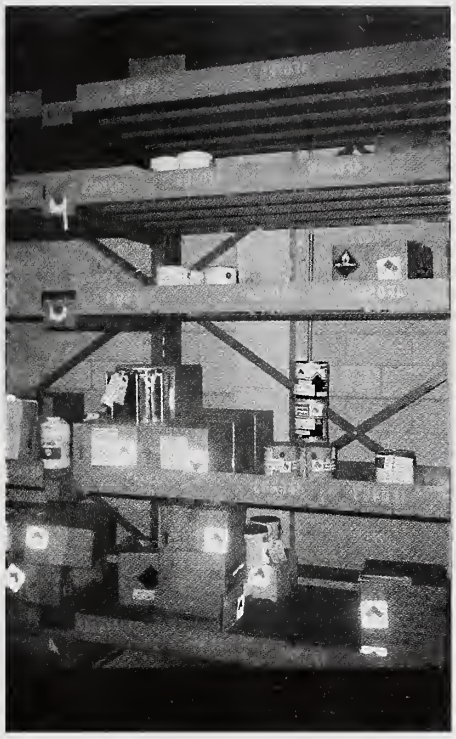


Photo courtesy of NavFacEngCom

Shelf life expiration dates are clearly marked for all to see at base storage facilities.

"All our recycled solvents are used by our own base personnel," said Mary Lou Gonzales, NAS Whidbey Island's environmental engineer, "but we sell our used oil for 12 cents a gallon to a Washington state Department of Ecology-approved recycling outlet."

Whidbey Island also conducts a shelf life management program geared to help commands identify unused hazardous materials that are nearing their expiration dates. These materials are returned to the Navy supply system, issued to the Defense Reutilization and Management Office or given to other commands who can use them before they expire.

Other HazMin projects being developed at Whidbey Island include the recycling of synthetic hydraulic fluid and antifreeze and a method for recycling firefighting waste water and rags.

Whidbey Island is one of many bases that rely on information supplied by the Navy Energy and Environmental Support Activity at Port Hueneme, Calif. NEESA conducts used solvent and oil elimination studies at naval facilities worldwide. Funded by the government, they make recommendations as to who needs a solvent still and have assisted many installations with procurement of stills. Some bases might not need a still, but can be offered advice on how to reduce the volume of waste they generate.

In August 1989 NEESA published a technology transfer manual based on a number of findings and studies conducted at naval installations. The manual gives ideas on how Navy public works personnel can start a hazardous waste minimization program at their installation. Plus, it gives information on the best areas to install them and how to procure them.

"We hope that more and more activities will start purchasing stills," Berkman said, "but we don't envision NEESA continuing to buy the stills for them. Bases will have to go about it themselves."

Berkman said that many naval installations without solvent stills can contract private firms to distill solvents for them — and even return clean solvents for reuse.

"We're constantly having meetings and advertising the fact that there are ways to minimize waste," Berkman said, "and there are various newsletters published on the subject including a NEESA newsletter, 'The Hazminimizer.'"

With environmental issues so much in the spotlight today, more and more Navy activities are taking advantage of emerging technology to reduce the amount of oils and solvents they use and recycle whenever possible. □

Price is a writer assigned to All Hands.

Photo by PH2 Jim McGee

See the world

7th Fleet sailors find old friends in Vladivostok.

Story and photos by PH1 Ted Salois

When U.S. 7th Fleet sailors walked off their ships' brows in the Soviet city of Vladivostok recently, it was like stepping back in time.

Vladivostok resembles an American city of 50 years ago and the 700,000 residents gave the visiting seafarers a warm-hearted welcome that reflected the period when the United States and Russia were World War II allies.

The guided-missile cruiser USS *Princeton* (CG 59) and guided missile frigate USS *Reuben James* (FFG 57) made the historic port call as part of the Pacific Fleet's portion of the navy-to-navy exchange visits between the United States and the Soviet Union. For many citizens of Vladivostok, the sight of U.S. sailors evoked memories of how things once were.

"During the 'Great War' Russians and Americans fought for the same cause," said Lilia Alexandrovna, a tour guide at a submarine training base. "We had a great friendship with the United States. On behalf of my family, I hope this friendship will continue."

Many other citizens of Vladivostok saw the visiting Americans through much younger eyes.

"Soviet people and American people have good hearts. We are all very much alike," said Victor Beresovskiy, a 19-year-old student in the Far East State University's oriental language program.

Like countless others, Beresovskiy invited sailors home to see Soviet life firsthand. Together, the sailors and students listened to recordings of Soviet music stars and played some of

their own tunes with a battered acoustic guitar. The sounds echoed quickly through the eight-foot-square dormitory quarters that Beresovskiy and two other students called home.

As more students joined the group, talk and laughter gave life to the room, which otherwise would have been merely cramped elbow-to-elbow with bodies. A glass borrowed from down the hall was passed around for a sip of vodka to toast a renewed camaraderie between their nations and themselves.

A few miles away, in the center of town, hundreds of Vladivostokians surrounded American sailors in Revolutionary Square to fire off questions about the United States, such as:

"What are the most popular and high-paying occupations in America?"

"What is life like aboard an American Navy ship?"

"What are some popular American hobbies?"

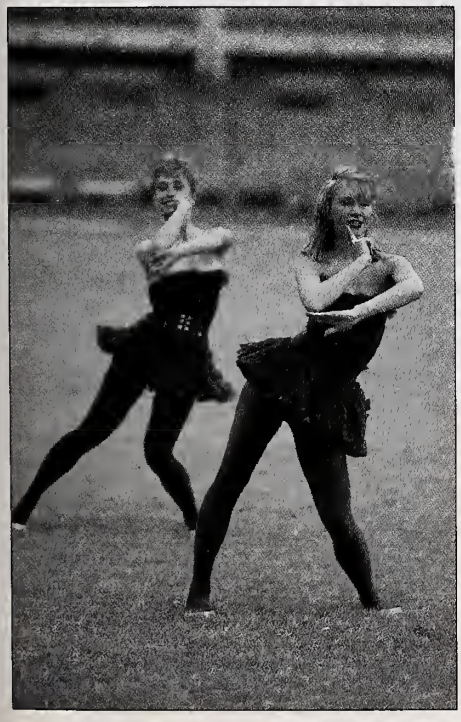
"What rock musicians are famous in the United States?"

And the question asked most often, "What do you think of the Soviet Union?"

Intelligence Specialist 1st Class Mikeal Johnston, an interpreter during the four-day visit, may have summed up his shipmates' impressions best.

"The people were outstanding," Johnston said. "They like to talk and they like to tell jokes. They're the kind of people who would fit right in with

Left: Curious Soviet citizens and military men swarm a U.S. sailor to see what he has to trade. Below: Soviet dancers perform during half time at a soccer match between the U.S. and Soviet teams. Right: A Soviet honor guard prepares to greet CinCPacFlt ADM Charles R. Larson.



Vladivostok visit

Right: A Soviet naval officer tries tossing a frisbee following an exhibition game of frisbee football by two teams of American sailors. Below: BM3 Demetrius A. Haugabrook offers a shy, young Vladivostokian some candy. Bottom: Soviet school children and teachers greet U.S. sailors visiting Vladivostok for the first time since 1937.

Photo by PH2 Jim McGee

my group of friends back home.

"We were stopped on the street by curious people and people who just wanted to practice speaking English," Johnston added. "The whole experience was just incredible."

Children, encouraged by their parents, offered postcards, coins, pins and flowers as gifts to the Americans. Many Soviet military members were eager to trade with the American sailors for uniform items and U.S. souvenirs.

Part of the Vladivostokians' thirst for knowledge of America stemmed from the fact that U.S. warships hadn't been to the seaport since 1937. Until recently, it was also a "closed" city to Soviet citizens from other parts of the country.

After a 53-year absence, the U.S. ships' visit was direct evidence that *perestroika*, restructuring or reform, is taking place throughout the Soviet Union.

Popular events of the historic stopover included a reception for ADM

Sailors and media representatives on USS *Reuben James* (FFG 57) bid a fond farewell to Vladivostok.

Charles R. Larson, commander in chief U.S. Pacific Fleet, hosted by his counterpart, Soviet Pacific Fleet Commander Admiral Gennadi Khvatov. Receptions were also held in honor of American officers, chief petty officers and junior enlisted sailors.

After a somber morning mist cleared, the two admirals laid a wreath at a memorial site in honor of the Soviet Union's war dead.

In other, more entertaining activities, the American sailors took city and military base tours, participated in sporting events that had U.S. and Soviet sailors kicking, pulling, slam-dunking, spiking and sprinting, in soccer matches, tug-of-war, basketball, volleyball and running competitions. *Princeton* and *Reuben James* sailors also demonstrated their skill and technique in softball and frisbee football exhibition games.

Another highlight of the visit was a Soviet military firepower demonstration, complete with shipboard missile and torpedo launches, a surfaced submarine sail-by, helicopter and airborne forces assault and hand-to-hand combat displays. The events were interwoven with traditional marching bands and dance performances. However, the best show of all was that of hospitality and friendship.

On the last night in port, some sailors walked to the pier arm-in-arm with the Soviets, forming a human chain and singing songs. Some sang in English, others in Russian, but the melodies crossed the language barrier. Upon arrival, the air filled with silence. Mementos and addresses were exchanged, as well as promises to write. Handshakes turned into hugs.

Teary eyes watched the Americans walk up the ships' brows. After a final goodbye wave, the sailors saluted, stepped aboard their ships and began discussing ways to make a return trip to Vladivostok. □

Salois is assigned to 7th Fleet Public Affairs.

Bearings

Eyeglasses in less than an hour available on *Ike*

Have you ever lost your glasses, or needed a new pair quickly because an old pair broke? Well, if you were stationed aboard USS *Dwight D. Eisenhower* (CVN 69) you could have them made for you in less than an hour.

"Ike" is the first carrier in the fleet selected to have an in-house eyeglass-making lab, allowing crew members to get a new pair of glasses in 15 to 45 minutes.

"Ships didn't have this capability before," said Hospital Corpsman 1st Class Doyal Harrell, the optical technician who runs Ike's shipboard eyelab. But, he adds, "We cannot do bifocals. Bifocals can only be made at the Navy facility at Yorktown, Va., or at an Army facility in Colorado."

Harrell first determines the prescription of the lenses required, either by looking up the prescription in the patient's medical record or by "neutralizing" the lenses in the patient's glasses with a special device. If the prescription is more than a year old, Harrell will give the patient an eye test to determine if the prescription is still valid.

Next, he takes pre-ground, single-vision lenses kept on board Ike to match the prescription needed and uses another device to locate and mark the optical center of each lens. He then places the lens on an edger, along with a template for the type of frame, and grinds it to fit. As a last step, he either pops the lens into a plastic frame or screws it into a wire frame. Lenses can be specially cut to fit gas mask and oxygen breathing apparatus mask frames as well.

Harrell is one of a handful of corpsmen in the Navy with the skills necessary to make eyeglasses. Corpsmen go to school for six months to learn how to give eye examinations and to test visual acuity. As an experiment, the Navy decided to put these special corpsmen on aircraft carriers to service the battle group.

"Historically, this has been a land-based operation," Harrell explained. "We have four billets on hospital ships, but no real sea-going billets.

"They asked for volunteers to go TAD for six months to a carrier," Harrell continued, "So, I raised my hand." ■

—Story by JO2 Gerald Harris assigned to USS Dwight D. Eisenhower *(CVN 69) Public Affairs Office.*

Old Glory fills football field for 75th anniversary

The National Football League's Phoenix Cardinals had a special pre-game show Sept. 30, 1990, performed by 250 Naval Reservists as the world's largest U.S. flag was unfurled for their gridiron season home opener. The immense flag nearly covered the field, and was displayed in honor of the Naval Reserve's 75th Anniversary.

"Watching a flag that size go across the field was like watching a giant, red, white and blue, 500-leg caterpillar," said Chief Radioman Robert Douglas, who joined Phoenix-area Naval reservists and Sea Cadets to present the "Super Flag."

CAPT Robert Turpin, from the Phoenix Naval and Marine Corps Reserve Readiness Center, coordinated the event as one of 60 events in celebration of the Naval Reserve anniversary. ■

—Story and photo by JO1 Al Holston Jr. assigned to Naval Reserve Readiness Command, Region 19, Public Affairs Office.

Bearings

San Diego Navy LT breaks powerlifting records

LT David L. Ricks of the Civil Engineer Corps may construct buildings on the job, but devotes his off-duty time to building his body. Ricks recently broke five different powerlifting records in the Lifetime Drug-Free National Powerlifting Championships in Chicago.

He set records in the 165-pound weight class division by lifting a total of 1,691 pounds — 10 times his body weight — and set three other national records by squatting 644.5 pounds, bench pressing 385 pounds and deadlifting 661.5 pounds. Ricks took second place at the Chicago meet as overall best lifter.

The 30-year-old lieutenant, who works at the Resident Officer in Charge of Construction office, at Marine Corps Base, Camp Pendleton, Calif., said he got interested in the sport during his senior year at the Naval Academy, but didn't get really serious about it until he was stationed in Hawaii.

In both 1984 and 1985, Ricks took second place in the Hawaii State Championships. He trained even harder and took the championship in 1986. He also competed in and won the 1988 and 1989 California State Championships; and, in February 1990, he went on to win the Armed Forces Powerlifting Championship by lifting his then personal best combined total weight of 1,675.25 pounds.

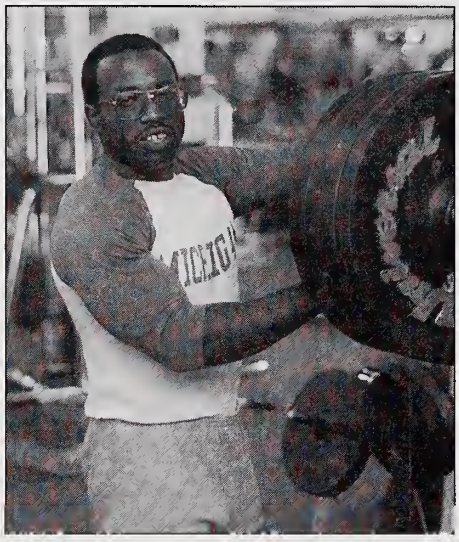


Photo by Mike McNiff

LT Ricks new powerlifting champ.

Ricks takes one competition at a time. He knew he was getting stronger, but had no idea that he would better that mark shortly thereafter or break five records at his next meet in Chicago. That championship really meant a lot to him.

"They test for steroid use and I've never used the drug," he said. "I've always been strong and have never had a compelling need to take steroids. Besides, it's really not worth putting something into your body that will have long-term adverse health effects just to get a $20 trophy. I know that I'm getting older and that my progress can't continue forever — but as long as I keep getting better, I'll compete."

Despite the remoteness of his location at Camp Pendleton, Ricks said the job there actually helps him because anyone who works around Marines has to be "tough as nails."

"Marines are very conscious about fitness, and there are gyms all over the place," he said, explaining simply that he's doing what comes naturally, and will continue to do so for as long as it lasts. ■

—Story by Jeanne A. Light, public affairs officer at Southwest Division, Naval Facilities Engineering Command, San Diego, Calif.

Students learn SAR in addition to ABCs

More than 80 students from Sherwood Elementary School, Pensacola, Fla., spent a fun-filled morning learning about search and rescue operations with their tutors from Helicopter Combat Support Squadron 16, based at Naval Air Station Pensacola.

The HC-16 "Bullfrogs" invited the students to learn about the squadron's SAR mission. HC-16 has been partnered with the school for two years and helps students in subjects such as reading, language skills, computer skills and math under the Navy's Adopt-A-School program. On this occasion they wanted to give the students a different kind of learning experience.

The students learned SAR techniques by first watching a command video presentation and then listening to briefs by squadron members on such things as flight gear, rescue equipment and various medical procedures used when a rescue takes place. Then the fun began.

The students received "hands-on" experience with equipment, took turns touring and sitting in the helicopters and flew several imaginary rescue missions while on board.

The following week, the squadron was pleasantly surprised by letters from the enthusiastic students.

Some students are now considering a future in the Navy. "Thank you for taking time to talk with us," James Griffin said. "You've encouraged me to become a pilot and a rescue swimmer. I really liked coming to visit." ■

—Story by JO2(AW) Dean Persons assigned to HC-16's Public Affairs Office, Pensacola, Fla.

Spotlight on excellence

Sailor ascends from the 'bottoms - up'

Story and photo by JO2 Michael Dean

AECM (SW/AW) Red Larson

"There is a certain amount of pride that says, 'I looked death in the face and came back from the Gates of Hell.' That's how serious it is."

That is how Master Chief Aviation Electrician's Mate (SW/AW) Red Larson characterizes his recovery from alcoholism — a path that has taken him from his early years as a hard-drinking, junior enlisted sailor — to one of 1989's top three finalists during selection of the Force Master Chief of Naval Air Forces, Atlantic Fleet. Larson is currently the deputy director of the Navy's Senior Enlisted Academy at the Naval Education and Training Center, Newport, R.I.

By simply living his life one day at a time, and adhering to a personal code of conduct since 1978, Larson turned his life from one of chaos to one full of personal and professional accomplishments. As a youngster, Larson learned to manage a poor self-image, instilled by his hard-to-please Marine Corps father.

"He [my dad] was decorated, and all his Marine life, he wanted to have a Marine son — a son who would set records," Larson said. "When I was very young, I felt different than other people. I was small in stature; I wasn't fast; I wasn't quick. I was the last one picked for all the ball games."

As in many households, wine and beer were commonly served with meals at the Larsons'. Soon, young Larson acquired a taste for alcoholic beverages. It wasn't until he was 15 that the troubling pattern of alcohol abuse became apparent. On one particular evening, Larson and three friends almost landed in jail after convincing an old man to buy them a case of beer, and then trying to sneak into a teen dance. The "Marine," as Larson called his dad, was not happy when he, accompanied by his mother, returned home at 2 a.m. Still, the drinking continued through his 18th birthday at the height of the Vietnam War.

"For me, Vietnam was America's answer to the French Foreign Legion," said Larson, who wanted to run away and escape the problems at home. He joined the Navy to become an aviation electrician's mate and 13 months after joining he was in Vietnam.

"All I did in Vietnam was drink — it was great. I had limited responsibilities and sobriety wasn't a real issue. But I drank sailor style. Every morning I went to work and did a good job."

Payday and weekend drinking eventually blossomed into nightly drinking binges — a pastime that was socially encouraged by his fellow sailors.

Larson's heavy drinking continued at each of his duty stations. But his boyish charm, his willingness to work himself into favor with his supervisors, along with his over-achiever personality always prevailed.

"I got an advanced promotion to E-4, was running a shop as an E-5 — even running a division with 80 men and three 1st classes working for me," he said. "All the time, a full-blown alcoholic."

In 1974, Larson took his first step on the road to recovery by seeking help from a treatment program in Key West, Fla., but it was a failed attempt. However, he met a Catholic priest who eventually helped change his life.

"He put me in contact with some folks, and I affiliated with people who had the same kind of desires as me," Larson said. "I got away from the drinking routine and started putting positive things into my life — a good diet, proper amounts of sleep, living life one day at a time and living with principles, standards and a code of conduct." But still, Larson encountered some setbacks in his sobriety between 1974 and 1978.

"Each time I drank, it was as if I had never quit," he said. In May 1978 Larson was drinking heavily on a road trip with the Blue Angels Navy Flight Demonstration Squadron. Upon his return, he decided he would never drink again. By the end of the year, Larson was honored as the "Blue Angel of the Year."

Since his sobriety, Larson has had a series of successes, in both his personal and professional life. These achievements include early promotions, selection as a command master chief and awards.

"I think young sailors need to know there is life after alcohol," Larson said. "The Navy helped me and, in turn, I want to help others." □

Dean is assigned to the Public Affairs Staff, Naval Education and Training Center, Newport, R.I.

News Bights

Sixty sailors from USS *Conyngham* (DDG 17) were honored recently for their efforts in fighting a major fire that killed one officer and hospitalized 18 other crewmen last May.

The 60 crewmen were cited for specific heroic acts of lifesaving, firefighting and leadership in combating the massive fuel-oil fire that occurred May 8, 1990, approximately 80 miles off the Virginia coast.

In all, 80 crew members have or will receive medals for their part in saving their ship and many of their shipmates. LCDR A. Pope Gordon Jr., the ship's command information center officer, was awarded the Navy and Marine Corps Medal and the Meritorious Service Medal posthumously. Gordon died after returning to his stateroom to rescue his roommate.

LT Michael Mortimer also received the Navy and Marine Corps medal during the ceremony for saving an embarked civilian who was trapped inside a sealed compartment. The destroyer's Executive Officer CDR Martin Moody, received the Meritorious Service Medal. Moody organized a repair party that fought the fire until a fuel line burst, spraying him and others with burning fuel. Despite his injury, Moody returned to direct his men until he was evacuated for treatment.

Conyngham was decommissioned in Norfolk Oct. 29, 1990.

* * *

The Department of Defense recently released a study entitled "Sexual Harassment in the Military: 1988." The survey randomly targeted about 38,000 men and women in the Defense Department and the Coast Guard between December 1988 and April 1989.

The DoD survey, like a more recent one conducted by the Navy, indicates a high level of awareness of regulations against sexual harassment. However, a large number of respondents expressed a reluctance to report incidents of sexual harassment. According to Chief of Naval Personnel VADM Mike Boorda, people should not be afraid to report these incidents. He said Navy leadership does care, but the chain of command can't help if people don't report incidents of sexual harassment. People should have the confidence and courage to do what's right.

Female respondents to the DoD survey said the most common form of harassment was verbal (i.e., teasing, whistles, inappropriate jokes and comments). The survey also indicated that most respondents believe their command is taking effective measures to stop sexual harassment.

Boorda said the DoD study results will be used in the Navy to re-emphasize DoD and Navy policy on sexual harassment.

* * *

For the first time since 1982, U.S. ships recently pulled into the Argentine capital of Buenos Aires as part of *Unitas* '90. *Unitas* is a Latin word meaning "unity."

Making the historic visit to the Argentine capital were USS *Stephen W. Groves* (FFG 29) and USS *Harlan County* (LST 1196), two of the ships deployed for the South American exercise. USS *Josephus Daniels* (CG 27) and USS *Hayler* (DD 997), also deployed for *Unitas*, pulled into port 400 miles south of Buenos Aires for a visit to the Argentine city of Bahia Blanca.

Last year's *Unitas* was a five-month operation involving ships and aircraft of the U.S. South Atlantic Fleet and various South American navies. The four U.S. ships left Puerto Rico in July 1990 and trained with South American navies while circumnavigating the southern continent.

The deployment included operations with nine different South American navies and visits to 15 South American ports before its conclusion in December 1990. U.S. Marine Corps and Coast Guard personnel also participated in the operation to train with their South American counterparts. RADM John R. Dalrymple, Commander, U.S. South Atlantic Force led the 1990 *Unitas* task force.

* * *

During a routine transit of the South China Sea, the Yokosuka, Japan-based guided-missile frigate USS *Curts* (FFG 38) recently rescued 50 Vietnamese refugees from their unseaworthy craft.

Operating approximately 350 miles from the Republic of the Philippines, lookouts aboard *Curts* sighted a signal fire aboard a crowded 25-foot wooden boat. CDR G.H. Montgomery, *Curts'* commanding officer, ordered the 445-foot warship alongside the vessel and decided to embark the refugees after determining their boat to be unseaworthy.

According to the refugees, the group of 34 men and 16 women had been at sea 10 days before *Curts* spotted their craft. All received medical examinations and appeared to be suffering from exposure and lack of food and water. *Curts* carried refugees to her next port of call.

Curts is forward deployed to the U.S. Seventh Fleet and is currently operating as part of the USS *Midway* (CV 41) battle group. □

Mail Buoy

I say "MA," you say "Mass."

Since I joined the Navy, I have looked forward to every issue of *All Hands* magazine. All stories are well written, articulate and factual in content. However, being a yeoman and working with the do's and don'ts of the English language on a daily basis, it is second nature to pay particular attention to how well things are written.

The state abbreviations you use throughout each and every article have always been abbreviated other than that established by either the U.S. Postal Service/ Military Postal Service or by SecNavInst. 5216.5C — *Naval Correspondence Manual*. Two letter abbreviations are standard. For example, all articles containing the state of California are abbreviated as "Calif." vice "CA," Washington as "Wash.," vice "WA," and Michigan as "Mich.," vice "MI," etc. Pick up any issue and you will find examples like the ones I have just given (the issue I took these examples from are the latest — September 1990).

However, I give credit where credit is due — abbreviations that are consistently correct are the ones on page one of every issue, the part that lists who publishes the magazine, subscriptions, etc. I suppose the left hand side of this page is semipermanent in nature and is only changed once in a great while.

By no means am I an expert in nouns, adverbs, verbs and the like. (I probably skipped a few classes of English 101 just like the next person). However, since *All Hands* is published by the Navy — for the Navy, and its editorial staff on down through the writers are all in the Navy, shouldn't articles be composed using the *Naval Correspondence Manual* as its foundation? If not, to whom do you turn to for guidance as to proper content of text? Could you clear this one up for me, please?

—YN2 Tom Simmons
USS *Wichita* (AOR 1)
FPO San Francisco, Calif.

• *You're right, the* Naval Correspondence Manual *is* not *the standard for* All Hands. *We use* The Associated Press Stylebook and Libel Manual, *with a Navy Internal Relations Activity addendum, as our guideline. While* All Hands *is a Navy publication, it is circulated widely outside the Navy. We've chosen AP in order to be understood by our entire reading audience. — ed.*

Disgusted in California

Referencing LCDR Marchi's article in the October 1990 issue of *All Hands*, "Boot camp in Idaho," Japan did not "enter the picture" Sept. 22, 1940, by invading French-Indochina. Japan had been in an utterly bloody full-scale war with China since the summer of 1937.

The fighting between these two nations was a prelude to the "blitzkrieg," "holocaust," "Battle of Britain," etc., events that would take place in Europe several years later. These events continued throughout China until Japan's defeat in 1945.

It is fair to say that Germany "entered the picture" Sept. 1, 1939, with the invasion of Poland. Either World War II started with the beginning of full-scale warfare in the summer of 1937, or when all major world powers were in direct combat in December of 1941. World War II, obviously, could not have begun Sept. 1, 1939.

Basically, I just want to point out that I am marvelously disgusted by the way most historians center the importance of World War II on Europe, while the bloodshed that took place elsewhere burns forever in the hell-pit of ignorance.

— Johnny Chan
Point Mugu, Calif.

Reunions

• **USS Burns (DD 588)** — Reunion Feb. 14-18, 1991, New Orleans. Contact Harley Wagner, 107 Fairview Dr., Alberta Lea, Minn. 56007; telephone (507) 373-2216.

• **Iwo Jima Veterans** — Reunion Feb. 14-17, 1991, Jackson, Miss. Contact Jim Westbrook, Route 10, Box 382, Vicksburg, Miss. 39180; telephone (601) 636-1861.

· **USS Dickens (APA 161) World War II** — Reunion Feb. 14-17, 1991, Jackson, Miss. Contact William Carothers, 606 E. Myrtle St., Mason City, Ill. 62664; telephone (217) 482-5651.

· **USS Briscoe (APA 65)** — Reunion proposed Feb. 1991, Orlando, Fla. Contact Haywood L. Chavis, Route 1, Box 415, Slocomb, Ala. 36375; telephone (205) 886-2540.

· **USS Sussex (AK 213)** — Reunion Feb. 1991, San Diego. Contact Donavon English, P.O. Box 20968, Portland, Ore. 97220; telephone (503) 252-4601.

• **USS J. Fred Talbott (DD 230)** — Reunion March 6-9, 1991, Charleston, S.C. Contact Bob Zveare, 714 W. Tantallon Dr., Fort Washington, Md. 20744; telephone (301) 292-2587.

• **USS Kanawha (AO 1)** — Reunion March 7-9, 1991, Phoenix, Ariz. Contact George Wilder, 214 West Ruth Ave., Phoenix, Ariz. 85021; telephone (602) 943-9549.

• **USS Higbee (DD 806)** — Reunion March 8-10, 1991, Buena Park, Calif. Contact Jimmie Huffman, 8311 San Marino Dr., Buena Park, Calif. 90620; telephone (714) 527-8026.

• **USS Stack (DD 406)** — Reunion March 12-16, 1991, Kissimmee (Orlando), Fla. Contact J.B. Lytle, 17435 W. Longlake, Alpena, Mich. 49707; telephone (517) 595-2978.

• **USS Goldcrest (AM 80) and USS Chaffinch (AM 81)** — Reunion March 17-19, 1991, Manchester, N.H. Contact Tom Gaffney, 195 Whipple St., Manchester, N.H. 03102; telephone (603) 669-5955.

• **USS Charles S. Sperry (DD 697) 1944-1974** — Reunion April 4-7, 1991, New Orleans. Contact Robert M. Irwin, 1321 Maplewood Ave., Norfolk, Va. 23503.

• **USS Colhoun (DD 801)** — Reunion April 5-7, 1991, Long Beach, Calif. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

• **USS Terry (DD 513)** — Reunion April 10-13, 1991, Norfolk. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

• **VP/VPB 213, World War II PBM Mariner Squadron** — Reunion April 17-21, 1991, San Diego. Contact Norman H. Maffit, 14709 Carlos Circle, Rancho Murieta, Calif. 95683; telephone (916) 354-2219.

• **PBM Mariner - P5M Marlin** — Reunion April 17-21, 1991, San Diego. Contact Dr. Carl R. Ahee, 22853-B Nadine Circle, Torrance, Calif. 90505; telephone (213) 530-9859.

• **USS John Hood (DD 655)** — Reunion April 18-20, 1991, Baton Rouge, La. Contact John Snider, 5008 Lavaca Court, Midland, Texas 79701; telephone (915) 697-5309.

• **VF 42** — 50th Anniversary reunion April 25-28, 1991, Norfolk. Contact Joseph J. Fazio, 3816 Annie Lane, Virginia Beach, Va. 23452; telephone (804) 340-2430.

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William H. Standley (CG 32) — letter to the editor, 11:48
Wisconsin (BB 64) — Automatic Teller Machines, 12:31; *Operation Desert Shield* chronology, 10:8, 11:11

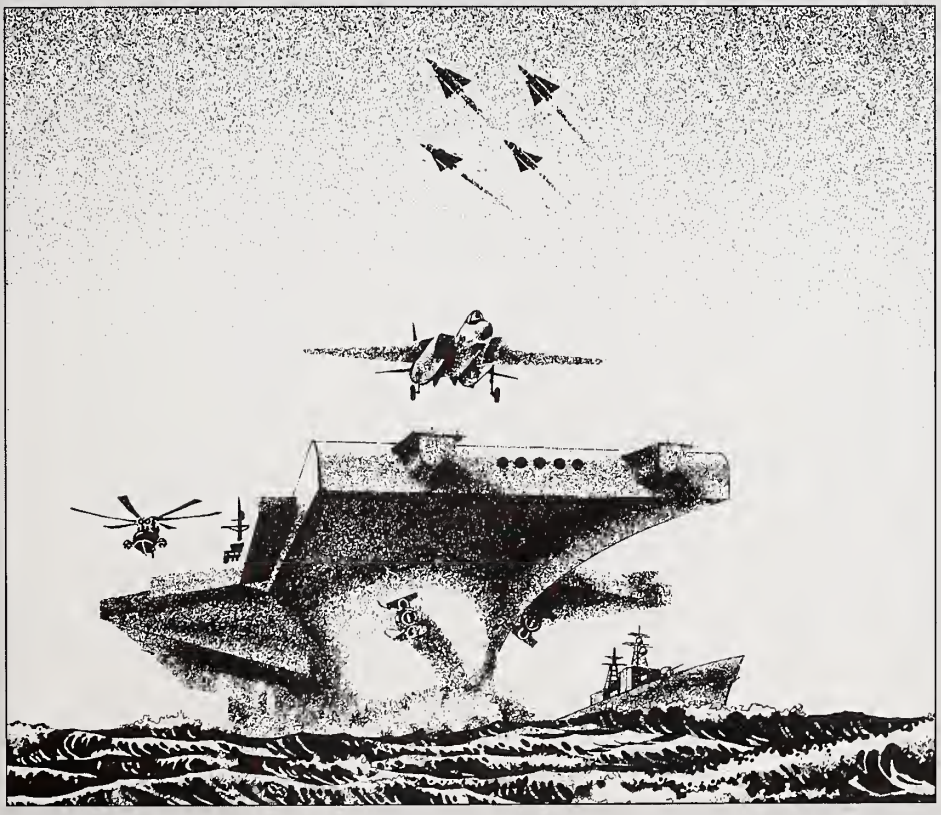

Photo contest winners • Page 20

ALL HANDS

FEBRUARY 1991

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Today's black sailor

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News You Can Use

View from the top

By the Master Chief Petty Officer of the Navy

Few sailors have the opportunity to witness, first-hand, our shipmates' successes and hear their concerns like Master Chief Petty Officer of the Navy Duane R. Bushey. His position affords him the opportunity to observe our close-knit society from a broad perspective. He deals with Navy issues and people, from the Chief of Naval Operations to the newest seaman on the deck of a deployed combatant.

In an effort to share his observations and advice with a Navywide audience, All Hands *will print columns from the MCPON on a continuing basis.*

Lately I've heard several retiring chief petty officers say they have chosen teaching as a second career. I like that, maybe because it's what I intend to do when I retire. But think about it — we've spent our first career as sailors and chiefs in the United States Navy teaching.

A good chief focuses his attention on training his juniors, peers and, yes, his superiors as well. Chiefs prepare their people, divisions, departments and commands so they are ready to perform with or without them. We must train our relief — that person in line to be 'the chief' — from day one.

It's often difficult for most of us to turn over our jobs, especially good jobs, to someone else. But keep in mind the old axiom: remove your hand from a bucket and see how long the hole in the water lasts. This should show you how hard you are to replace if you've trained your juniors to take your place one day.

Good school teachers stimulate their students to think, to dig for facts, to search for answers and to look at problems from more than one angle. Isn't this exactly what a good chief does — inspire people to act on their own with confidence, always looking for better ways to do things?

Teaching — not a bad idea.

For more information or answers to questions, call Chief Journalist Craig D. Grisoli at Autovon 224-5643/5545 or commercial (703) 614-5643. □

Cash award program still going strong after 25 years

Sailors are earning more money these days under the Military Cash Awards Program (MilCAP). In the last five years, sailors received more than $1.4 million for their ideas and suggestions to improve the way the Navy does business. The MilCAP coordinator receives an average of 2,000 suggestions per year.

The awards are getting larger as well. Last year a sailor received $25,000, the largest cash award in the program's 25-year history. The idea is to find a problem — along with a formula for solving it — and put them both in writing. The Navy has a network of MilCAP administrators to help sailors complete the process.

Any Navy member can participate in MilCAP, including midshipmen and reservists on active duty. Awards are also given to sailors who retire before their suggestions are actually adopted.

For more information see your command MilCAP administrator or OpNavInst 1650.8C. □

Free hemming

Personnel purchasing privately-manufactured commercial uniform items are now entitled to free hemming at Navy Resale Activities. This change has no effect on free hemming services that already apply to government issue items, although some restrictions apply.

Uniforms purchased through the mail order program of the Uniform Support Center, Norfolk, can also be hemmed free of charge, if personnel present a copy of their bill of sale. □

New CHAMPUS handbook

An updated 140-page CHAMPUS handbook, written in everyday language, is available for service families and their sponsors. The last version was issued in 1988.

The handbook has the latest information about basic CHAMPUS benefits and procedures. It also discusses the uniformed services' Active Duty Dependents Dental Plan and Civilian Health and Medical Program of the Department of Veterans Affairs (CHAMPVA), with a list of military medical facilities worldwide.

All previous editions should be discarded immediately. The handbook has been shipped to military services' publication distribution centers, U.S. Public Health Service, various Coast Guard facilities and headquarters of all CHAMPUS claim processors and Health Benefits Advisors. Refer to stock number SN 0510-LP-206-0400, CHAMPUS Handbook 6010.46-H, July 1990. □

Navy uniform regulation reminders

Navy uniform regulations state that wigs and hairpieces may be worn by active duty personnel while in uniform or duty status only for cosmetic reasons to cover natural baldness or a physical disfiguration. They will be of good quality and fit, present a natural appearance and conform to grooming standards.

The standards for fingernails and jewelry are as follows: fingernails will not extend past fingertips for men and one-quarter inch past for women. They should be kept clean. Only one ring per hand is authorized while in uniform, excluding a wedding ring. Consult the regulation regarding the wearing of jewelry. □

Scholarships to children

The Retired Officers Association Scholarship Loan Program provides $1,500 annual, no-interest loans to deserving undergraduate students who are children of active and retired officer and enlisted service personnel. The loans are awarded for up to five years of undergraduate study.

Last year, 680 students were awarded loans totaling more than $1 million. From this group — based on their academic records and participation in extracurricular and community activities — 106 students received $500 grants in addition to the loan. All those who apply for the loan are automatically considered for grants.

Since this program was initiated in 1948, as many as 3,700 students have received interest-free loans totaling more than $8 million. Scholarship applications for the 1991-92 school year are now available.

For more information write to the Retired Officer's Association Scholarship Loan Committee, 201 N. Washington St., Alexandria, Va. 22314-2529 or call commercial (703) 549-2311. See Page 2 of December 1990 *All Hands* on how to obtain a copy of the Family Member Scholarship Pamphlet. □

Back pain easily solved

Eighty percent of Navy members develop lower back problems during their careers. Incorrect lifting, twisting and bending, poor posture, lack of exercise and excess weight are the common sources of back pain and injury.

Swimming, walking and biking are particularly good for getting in shape without straining the back. The heart and lungs benefit, too.

With exercise as a daily routine, you can be on your way to fighting back problems. □

The right answer is "Yes"

Story by JOCS Robert C. Rucker, photos by PH1(AC) Scott M. Allen

"There are two things I emphasize as Chief of Naval Personnel," said VADM Mike Boorda. "First is remembering who the customer is and second is trying to say, 'Yes'."

According to the admiral, "yes" is the right answer to most requests when dealing with the policies and procedures that affect sailors' lives. These include pay, retention incentives, housing and, particularly, assignments. Being pro-active is an overriding theme within his organization.

"We have to use common sense in applying instructions. As a result, people are allowed to bend or break rules when it makes sense and doesn't break the law," he said. "Now that doesn't mean we can do everything, but it does mean that we look at the intent and spirit of a rule or regulation and try to adhere to that. As a result we are able to say 'yes' far more often, and if we do have to say 'no,' we can explain the reason why with it being more than 'the book won't let me.'"

This common sense approach has had dramatic effects on the fleet, particularly in retention. Many personnel initiatives taken in the past two years directly relate to the detailing process and reflect this concern.

"One of the first things we did was open the detailing window up to nine months," Boorda said. "As a result we get a better look at what jobs are coming open and can try to better match the sailor's desires with the Navy's needs."

Also, detailers go to ship's home ports prior to deployment instead of riding the ship back. This gives the sailor an idea of what is available and takes a load off his or her mind. By knowing where they will be heading after their deployment, they can concentrate on the job at hand instead of worrying about an unknown future. Married sailors have an opportunity to talk over orders with families before deploying. That is a big advantage.

"Late night detailing has been a success as well. Improving access of detailers to sailors in deployed units or at overseas stations improves our chances of matching the right sailor with the right job. Many nights, as many as 700 to 800 sailors call in."

The results are obvious.

"Overall, Navy retention has never been better," Boorda said. "Last year we retained 43 percent of our first-term sailors."

While it is still too early to tell if Operation *Desert Shield* will have a major effect on overall Navy retention, the admiral was quick to point out that sailors taking part in this operation were certainly *not* being ignored.

"We just finished a detailing trip to the Middle East, meeting with sailors stationed both on board ship and in the desert. According to the reports I've read, morale was very high with people knowing they are doing an important job. It showed in statistics from that trip. Sailors reenlisted for more than 1,000 years of additional obligated service."

According to Boorda, Operation *Desert Shield* has been a challenge to the personnel policy makers and executors as well as those sailors deployed on short notice. Manning was the first issue.

"We're getting the support for *Desert Shield* from several different fronts," he said. "First, of course, is normal rotation. Once you've served a tour of shore duty you rotate to sea. So our first option is to send those personnel up for sea duty to units having requirements for their skills.

"Second, we've been recalling selected reservists — about 10,000 so far. Many sailors aren't aware that most commands have a designated Reserve unit dedicated to augmenting it. When the need arises, we can recall one of the selected reservists to fill a billet for up to 180 days.

"The third method, which we don't like to use often, is taking people from shore billets and sending them to fill vacancies at sea. After completing

their mission, the person returns to their designated shore billet.

"The absolute last method we use is 'stop loss.' Basically we prevent people from retiring or being discharged from a unit. While the president gave all the service secretaries authority to do this, we have used it only to a very limited scale. It is our last resort."

With so many sailors deployed with such short lead time, concern for those sailors' families has become a priority not only for Boorda, but for the Chief of Naval Operations and the Secretary of the Navy, he says.

"I can assure you that the well-being of families has been of utmost concern to all of us. If there's something, at this point, that we're not doing for the families *please* let us know and we'll do it. We have an established infrastructure to support families. No matter how long the advance warning, a deployment can be traumatic. Our Family Service Centers are doing a fantastic job of putting all the pieces together for those left behind."

Beyond the immediate challenge of *Desert Shield* lies a smaller Navy, according to Boorda — one that will have to work smarter, but still a place where hard-working people can make a career.

"We've already started down the road toward a smaller Navy," he said. "Some recent personnel policies have been implemented to help us get there. An example of this is selected early retirement and high-year tenure. Given congressionally mandated end-strength constraints, it makes sense to retire some senior officers, about 400 commanders and captains this year, who have more than 20 years of service. High-year tenure does the same in the enlisted ranks for retirement eligible people who are completing their careers. These retirements help us reduce our numbers while keeping good promotion opportunities for more junior people.

"Unlike some of the other branches of service, we haven't had to resort to involuntary reductions-in-force to meet the congressionally mandated, end-strength requirements. With current projections, I can foresee no need for involuntary separations of sailors in the Navy."

Working to improve personnel services while downsizing the Navy is part of the reasoning behind Boorda's recent proposal to reintegrate the Chief of Naval Personnel's office with the Naval Military Personnel Command, re-creating the Bureau of Personnel.

"There was a certain duplication of effort with the policy makers on one side and those implementing policy on the other," said Boorda. "Two sets of people were studying the same problem then having to consolidate their efforts. This slowed down the personnel process.

"If approved, integration of the two units back into one could speed the personnel process, helping us to process that [DD]1306/7 faster, for example."

Being able to project a stable, if somewhat smaller force ahead, Boorda voiced strong opinions toward assimilation of women and equal opportunity for *all* men and women, majority and minority.

"We have few firsts left for women in the Navy," he said. "The first woman to command a ship assumed her duties in December. We consistently meet or exceed all the goals we have.

"I would like us to be a little kinder and gentler in the way we do business."

"Still, there is more work to be done. RADM Roberta Hazard has conducted a fact-finding study to identify issues and establish new goals in this area."

Boorda also emphasized the need for continued attention to the area of equal opportunity. "There's absolutely no room in this Navy for discrimination," he said. "Every sailor's role will become even *more* important in a smaller, more technologically advanced fleet."

Reemphasizing his objective to say "yes" to personnel initiatives and requests whenever possible, Boorda borrowed a theme from President George Bush.

"I would like us to be a little kinder and gentler in the way we do business, overall and in specific programs such as Exceptional Family Members. You see, I consider myself fortunate in having helped raise a handicapped child. My son, David, has some severe handicaps, which I'm glad we've had the chance to deal with. Mainly due to the strength of my wife, we've dealt with them well.

"Over the years we've learned a lot about how to raise a handicapped child while still having a naval career," he said. "The exceptional family member program takes what we've learned and lets other people benefit from it.

"Is that kinder and gentler? I think so," he added.

Boorda offered advice to young sailors and officers considering a Navy career.

"With 34 years in the Navy, including seven as an enlisted man, I can tell you it's easy to get disillusioned in times of stress. Yet as I remember all those hard times, I remember a whole lot of great times. I remember a lot of good leadership with a lot of people who wanted me to succeed. Not because it was going to do anything for them, just because they were good leaders," said Boorda. "I think it's a great place to be. It's been better to me than I had any right to expect.

"So I would encourage people to study hard, work hard and take advantage of the great leadership that is there.

"Seniors, give that kind of caring leadership to your juniors," he emphasized. "That's what it is all about and what I've tried to do here in this office.

"You, the people in the fleet, do the real work of the Navy. And that is what's happening on those ships and squadrons, and out in the desert. A whole lot of people think the world of our sailors, and I'm one of them."

Sounds like a man that truly believes the right answer is "Yes!" □

Rucker is editor of All Hands. *Allen is a photojournalist for* All Hands.

Today's black sailor

Story by JO1 Melissa Wood Lefler

Since the Navy initiated its grass roots equal opportunity program in 1971, substantial progress has been made toward achieving the goal of total equality for all sailors. The Navy's notable success in this area is a tribute to the extensive education programs and policy adoption at all levels of leadership. These practices have helped establish the Navy as an equal opportunity leader, setting the example for society.

February is Black History Month. In the past, All Hands *magazine has honored this historic observance by highlighting the outstanding accomplishments and contributions black sailors have made to the U.S. Navy. In honor of Black History Month 1991, we decided to take a different angle. We interviewed eight Navy men and women from the fleet. They are all proven performers, and they are all black.*

In the article that follows, each individual gives his or her personal account of what it is like to be black wearing Navy blue. — ed.

Photo by JO1 Lee Bosco

CDR Edward Keys, XO of HC 6, is slated for command this year.

"I'd be a fool to say that we haven't made progress, but this work is never done," said 26-year Navy veteran Master Chief Signalman Willie O'Neal, the assistant command-managed equal opportunity program manager at Naval Military Personnel Command, Washington, D.C. "And, if we say that the Navy's advancements in the area of equal opportunity merely reflect the changes in American society, that doesn't do justice to our program at all. It's been a lot of hard work — thousands of hours of gathering research, talking to people, writing courses and knocking on doors."

Born of the civil rights movement of the 1960s, the earliest changes in the makeup of the Navy followed the congressionally legislated integration of American society as mandated by the Civil Rights Act of 1965.

Still, by 1970, the sight of white sailors working for African-American division officers, leading petty officers or command master chiefs was not only uncommon, it was virtually unknown.

At that time, simply working together was often a strained and difficult situation for blacks and whites, remembers Chief Aviation Storekeeper Kenneth Hamilton, now assigned to the aircraft carrier USS *Theodore Roosevelt* (CVN 71).

"Racial relationships have improved tremendously," said Hamilton who joined the Navy in 1973. "I remember that we had a racial incident on [USS] *Kitty Hawk* [(CV 63)]. There was a lot of rivalry between blacks and whites. Off duty, the blacks would stay together and the whites would stay together.

"Now that's changed," Hamilton continued. "Today, in my shop, when a young black and a young white sailor become friends — something that happens all the time — no one questions it or thinks twice about it. You'd never hear the question that was asked of me 16 years ago when I made friends with a white sailor.

"Black sailors on the ship confronted me, saying 'What do you want to hang out with him for? He's not like us.' And his friends asked him the same thing."

That narrow-minded attitude was a product of ignorance and fear, believes Master Chief Aviation Boatswain's Mate (AW) Ronald Carter, a pragmatic 28-year Navy man who is the force master chief for Commander, Naval Air Force U.S. Atlantic Fleet. "When I joined the Navy in 1961, I was 17 years old, right out of high school," said the New Orleans native, who added he never dreamed he would reach his present position. "I was realistic — I thought I could be successful within a limited area."

That area encompassed a few basic ratings which were labor intensive and not very technical, Carter remembered. "Then [former Chief of Naval Operations ADM Elmo] Zumwalt said, 'Let's give everyone a fair shot,'" Carter recalled. "He opened up all the ratings to blacks, and people grabbed the opportunities with pride. But there was a lot of fear too, and along with the fear came certain myths that 'they' [white people] were giving 'us' [blacks] something that wasn't earned or deserved."

Unfounded rumors about quotas linger even today, Carter says. "There are no quotas for advancing minorities, blacks or women in the Navy," he says decisively.

With standard grievance procedures and strict enforcement, including courts-martial and discharge for those who failed to honor the new policies, the military found itself considered by many to be in the equal opportunity vanguard of American society during the late 1970s and early 1980s.

Overall, minorities believe the Navy has come a long way — and in many ways a lot further than its civilian and corporate counterparts — toward dispelling discrimination and

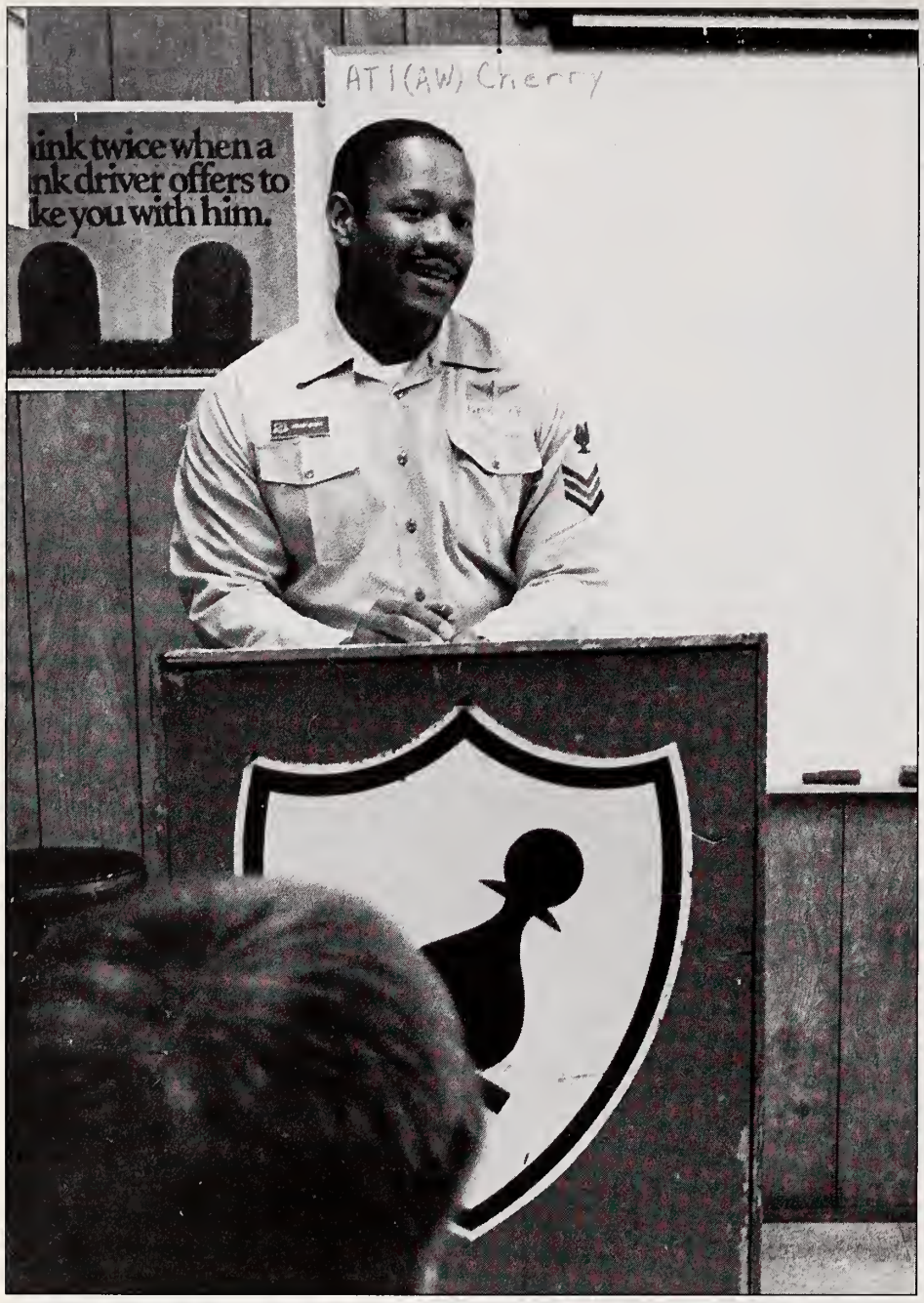


Photo by JO1 Melissa Wood Lefler

"I like the military – I get a sense of value and worth that I might not get in the civilian world," – AT1(AW) Anthony Cherry.

creating a harmonious and efficient working environment for sailors of all races.

"Society has followed the military (in the area of equal opportunity)," declared Hamilton. "The military was a ground breaker – learn to live together and learn from each other. We wouldn't have the strong Navy we have today if it wasn't for the mix of cultures.

"There's really nothing more they can do. I think the program is on line," Hamilton continued. "It's up to the individual now – otherwise you'd be giving handouts, and that wasn't ever what we wanted."

"I think the Navy is doing more than can be expected in the area of affirmative action, and in some cases – such as aggressively recruiting minorities – even more than is required," echoes Aviation Electronics Technician 1st Class (AW) Anthony Cherry, indoctrination coordinator for Attack Squadron 42, Oceana, Va., and collateral duty Navy Rights and Responsibilities workshop instructor. "A lot comes out during the workshops. After class, I've talked with (Navy) people who feel that they are disadvantaged because of race.

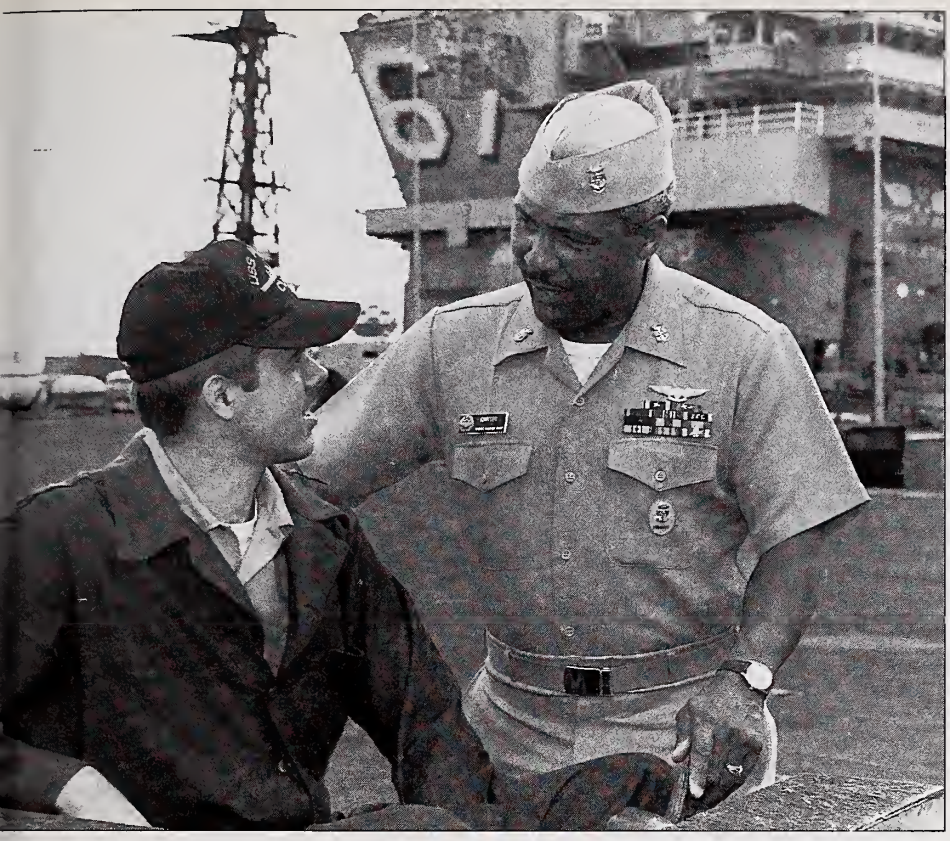
"Maybe it's just me, but I feel some of these claims aren't well-founded," continued the 26-year-old, who joined the Navy eight years ago because he thought his small hometown in North Carolina offered extremely limited opportunities, even more so for young blacks.

"I feel that everyone's destiny is up to them. Everyone – minority or not – has disadvantages to overcome. You can't use that as an excuse not to succeed. At the same time, I'm realistic; being a minority does have an impact."

The current message of zero tolerance for racism from the Navy's top brass has been especially beneficial, because it is explicit. This message, consistently repeated and enforced during the past two decades, has virtually erased overt racist behavior, such as name-calling, and joke-telling.

Grievance procedures and military justice, while making inroads against discrimination, doesn't always succeed in stamping it out. Any human resources facilitator from the old race relations workshops, or course instructor from the new Navy Rights and Responsibilities Workshops will tell you that while behaviors can be monitored and controlled, attitudes are another story.

"The Navy is a subculture of the American culture; we bring our own values into the organization," said Cherry. "Our society is not fully integrated. You have to understand, the purpose of equal opportunity programs in the Navy is to make the working environment equal, not to force intermingling of groups. If you come from a family that thinks blacks aren't equal, your attitude is going to slow the process down."



U.S. Navy photo

"I think the Navy is ahead of society — we have a long way to go, but we're damn sure out in front of society as a whole," — ABCM(AW) Ronald Carter.

Making the working environment equal begins in boot camp, where the official zero-tolerance policy toward racism is first addressed. The message is reinforced during "A" school training.

"Education is still the best weapon against attitudes brought to the Navy from the larger society beyond," adds Carter. "Leadership is the key to the cure. Hopefully today, the chief petty officers are protecting all their sailors' rights.

"Young black sailors do come into the Navy with certain expectations," Carter continued. "They don't expect a handout, but they expect discipline and leadership. A lot of times when they come in the Navy, they are looking for a role model.

"The LPOs and CPOs — black and white — have a great opportunity if they'll just seize it, to show these kids their goals are attainable, just get the kids away from the notion of instant gratification.

"I think the Navy is ahead of society," said Carter, "we have a long way to go, but we're damn sure out in front of society as a whole."

Carter bases his observation on years of personal involvement in churches, schools, charities and other community organizations in the Norfolk area.

"In a private company, you may work together for eight hours, but when it's time to go home, you [the white person] go across the tracks to your home, and I go across the tracks in another direction."

There's a difference in the military, where there is an atmosphere of danger and it takes a team to prevent a catastrophe. "During a six- or seven-month deployment," explains Carter, "you have to live together 24-hours-a-day, knowing any minute a fire could break out or that there could be an accident on the flight deck. It's a real bond that surpasses race or ethnic background. You depend on each other for life."

Young sailors like 23-year-old Electrician's Mate 3rd Class Lawrence Ramsey voices many of the same concerns and observations made by seasoned veterans of the equal opportunity evolution like Hamilton, O'Neal and Carter.

"I came in the Navy because I felt there was an equal opportunity," said Ramsey of his decision to join less than two years ago. "I took the nuclear power program because it sounded challenging. It had a lot of good training, and my recruiter said, 'This is the best we have.'

"In nuclear power school, the official policy [toward equal opportunity] is exactly the way they play it. I had as much chance as anyone, based on my own intelligence."

Ramsey said he frequently sees discrimination everywhere in American society, but he doesn't let it discourage him. "It's thought provoking as to why it still exists and what I can do to change it."

Ramsey has found many interracial friendships exist on a small ship, such as the submarine USS *John Marshall* (SSN 611), where he currently is assigned.

"Black people can be closed-minded, too," said Ramsey. "Where I grew up, I hung around with mostly black guys. Then I went to work for an engineering firm in New Jersey, and most of my friends were white. But when I came in the Navy, I still had some stereotypes about white people.

"On this ship, I met some people from Arkansas, from the little country towns. You get to know them and find out they are people, just like you are. Every example helps eat away at the stereotypes," he summed up.

This theme — stereotypes are a deplorable substitute for real understanding — was echoed over and over by black sailors, perhaps unaware their shipmates were saying the same thing.

"We've all been in this country for a long time, but we don't know each other," said LCDR (Dr.) Freddye Lemons, a physician who joined the Navy as a medical student in 1978.

"You learn to deal with a lot growing up as a minority in America," Lemons

Photo by PH1 Mike Flynn

According to black sailors, equal opportunity has come a long way in the Navy but there is room for improvement.

said. "You learn to deal with people you don't even know calling you names, and you learn to ignore those people because you have a goal."

For Lemons, a pathology resident, the 12-year road from the Uniformed Services University, where she was the only black medical student who had signed up for the Navy, has been challenging.

"You just have to be persistent and have patience," Lemons said, a message she often passes on to junior black sailors in her department. As a senior black officer at Naval Hospital Portsmouth, Portsmouth, Va., Lemons finds that her advice is constantly sought.

"I've talked to four people this week alone about whether they should put in a grievance, whether they're being discriminated against. Sometimes, it isn't racism, it's that the person hasn't completed their courses or other qualifications." But unlike Cherry, Lemons feels that about 40 to 50 percent of the problems brought to her attention include some element of covert racism.

"The equal opportunity program looks good on paper," Lemons continued, "but not everything can be covered by a regulation."

However, even when persistence pays off, racist attitudes persist, too, Lemons feels. "I was just having a conversation with a technician who had been selected for a special assignment," Lemons recalled. "We discussed how you want to be selected for advancement or for a special job based on your merits, not because you are a minority. People still have the misconception that if a black person gets a top job, it's because it makes the command look good, not because they've earned it. Trust me, most of us have earned it."

Despite fair treatment so far, Ramsey, the submariner, reports that he experiences similar stresses, but admits some of them are self-induced. "I feel the pressure to be even better, to be even more than 4.0 because I am a minority – but I don't always buy into that," Ramsey said. "I find myself wondering, 'Was everybody watching me, waiting for me to mess up?' I know it isn't true. It's an extra pressure I put on myself."

According to the consensus of those who have lived through it, confrontation and documentation are the solutions to covert racism. While that can be difficult, black sailors agree almost unanimously that with proper documentation, their grievances will be dealt with fairly by the top echelon in their commands.

"I have absolute faith in my commanding officer to be fair about equal opportunity or a racial grievance," stated Ramsey unequivocally. "You can't win a war if you have a mini-war on your boat, and the people in charge in the Navy are aware of that."

Lemons said that when she suspects covert racism on the part of a coworker, she first confronts the individual.

"I'll tell the person that I'm sensing something, and it can be off the record. I've done this and it helped. They said they didn't mean to offend. I don't know if that is actually true, but the behavior stopped."

"If a grievance can be validated, the system works," emphasized Cherry, the rights and responsibilities instructor. "Document, document. But try talking to the person first. If I have strong convictions that a person is racially prejudiced I'm *going* to confront them. Don't be afraid, because that's the first step of an informal grievance procedure. You can't blame someone if they don't know they are offending you."

Many black sailors say that racism is starting to dissolve as black petty officers and officers move up the rank structure in significant numbers. They take their jobs as role models very seriously, even when that role conflicts with their personal ambitions.

"I don't see the number of black officers in the Navy that I would like to see," says Hospital Corpsman 3rd Class Darrin Eason, assigned to USS *Theodore Roosevelt* (CVN 71). Eason, who was recently selected petty officer of the quarter, feels his selection was based in part on the honest, no-holds-barred answers he gave his interviewers during the selection board. Eason,

25, who joined the Navy with a bachelor's degree, has harbored ambitions to become a lawyer since graduating Moorehead State University in Kentucky four years ago.

While in the Navy, Eason has saved $10,000 for law school. Although he'd rather be a civilian attorney, as he originally intended, he now feels torn.

"It's a conflict, a responsibility," Eason said. "Everybody — and I mean *everybody* — on this ship has encouraged me to go for an officer program. The Navy certainly needs more black lawyers, and I'll know both sides, officer and enlisted, if I become one."

Cherry, who will earn a bachelor's degree this summer, is sure that the military, and an officer program, is the career he wants. "I do like the military," said the avionics technician, "I get a sense of value and worth from my job that I might not get in civilian life."

When and if Cherry and Eason become junior officers, they probably will find their paths easier than the 17-year path followed by helicopter pilot and Helicopter Support Squadron Six Executive Officer CDR Edward Keys, who will become the second black helicopter squadron commanding officer in Navy history this year.

For black officers, overcoming barriers to success has in some ways been even more difficult than for enlisted people, Keys found.

"At the time I joined, there were very few black aviators," Keys remembered. "The reaction of my friends ranged from indifference to wondering why I would do something so stupid as join the Navy. Of all the services, the Navy had the worst reputation in the black civilian community for racism."

Looking back over the first half of his career, Keys sees now that it exactly paralleled the results of the Navy's current equal opportunity survey. Assignments were mediocre, and fitness reports were low to average, reflecting the perception at the time that black officers were "pack players at best."

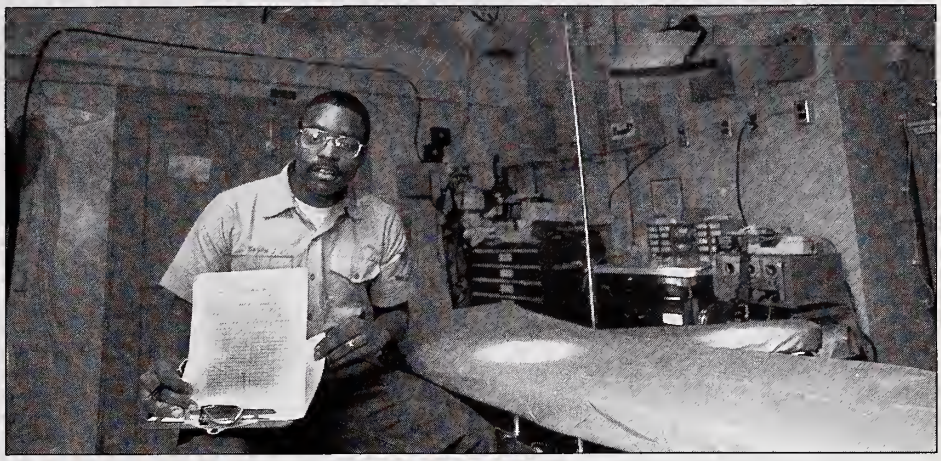


Photo by JO1 Melissa Wood Lefler

"The Navy needs more black lawyers [officers] and I'll know both sides — enlisted and officer," — HM3 Darrin Eason.

"It was the old double-edged sword," Keys said. "If a minority did well, it was because you got a token. If you did poorly, well, what else could anyone expect?"

There was also the old trick of not giving certain people, including minorities the "gouge," the important information that isn't written down anywhere, reflected Keys. "Nowadays, department heads are less likely to stereotype," he added.

A good CO and a challenging assignment helped Keys break out of the rut as a lieutenant and set him on the path to success. "To get him [the CO] to notice me, I took a job [in a department] that was in terrible shape that was for someone one rank senior to me, and did it well," Keys remembered.

"Today," Keys said, "minority officers have a real chance to compete for the good jobs in the early stages of their careers." In helping to bring that about, Keys credits both the National Naval Officer Association for counseling all junior officers on how to break out and become competitive, and *Proceedings* magazine for publishing the results of boards, plus guidelines to what a well-rounded career should encompass.

But the concern must still come straight from the top, Keys believes. "At least now someone is looking at the statistics. I just left a tour at the Office of the Assistant Secretary of the Navy," Keys said. "I was able to see the manpower policy makers at work. People like VADM Mike Boorda (Chief of Naval Personnel) have a commitment to minority issues. There is a concerted effort to have minority representation on boards. I served on three boards, including the minority officer aviation attrition board, which didn't even exist until a few years ago."

Keys, too, finds he is a magnet for young minority officers and enlisted people who see him as a role model and want his advice.

"I counsel my minority sailors that, as they rise up in officer or enlisted ranks, they are inevitably going to stand out. They can't hide; they are going to be noticed. Use that to your advantage, I tell them." □

Lefler is assigned to NIRA Det. 4, Norfolk

Spotlight on Excellence

Bandleader breaks the sound barrier

Story by JO2 Dan Sweet

Setting goals and planning paths to meet those goals is something George Noble Thompson Jr. knows a lot about.

As the Navy's first African-American bandmaster, it was goal setting that brought him through the enlisted ranks to his recent commissioning as an ensign. And it is goal setting that he hopes will eventually take him to the top position within the Navy's music program.

With music as a hobby rather than a profession, Thompson's goals were simple in 1977: join the Navy, see the world and provide a good home for his family. Since that time, he has easily met these goals. And with few "firsts" remaining in the 215-year history of the Navy, Chief Musician Thompson added his name to the record books Nov. 1, 1990.

There are 25 officers and more than 750 enlisted musicians in the Navy's program, which uses the international language of music to communicate with communities and nations around the globe. Seven to 8 percent of the enlisted members are minorities.

"I'm very proud to be the first [minority bandleader]," said Thompson, who is looking forward to acting as a role model for other minority musicians. "They can now see that someone has broken through. It gives them realistic hope."

Thompson also added that the opportunity for advancement is there for everyone, whether they choose the enlisted ranks or officer corps. "They just have to recognize their goal, then make a plan to attain that goal," he said.

The Philadelphia native hadn't thought of an officer program when he first joined. Then, as a second class petty officer, his bandmaster indicated that he thought Thompson would make a good candidate for the Limited Duty Officer program.

The two sat down together and mapped out a plan that consisted of transfers, Navy correspondence courses and advancement opportunities that would lead Thompson to his new goal — a goal that would take seven years to reach.

Photo by PH2 Denise Harrison

Optimism and perseverance are what ENS Thompson uses to guide his Navy career.

Selected for chief petty officer in September 1989, Thompson submitted his application for LDO as soon as he was eligible for the program. While he wasn't selected on his first try, he remained optimistic and submitted his application a second time. This time his application was successful, and he was named for promotion under the LDO program.

Though Thompson had a strong music background from his family, his first career choice didn't relate to musical training in any way.

Originally planning to join the Navy in an aviation administration position, Thompson became aware of the Navy's music program while attending boot camp at Great Lakes Naval Training Center near Chicago. After an audition, he was accepted and was sent to his first command in Orlando, Fla., where he was a keyboard instrumentalist with the Navy rock 'n' roll ensemble, "Flagship."

After two years in Florida, he transferred to the Northeast Navy Show Band in Newport, R.I.

His first chance to travel overseas came after he completed additional training at the Armed Forces School of Music. After graduating first in his class in the intermediate course, Thompson was assigned to the 6th Fleet Band in Naples, Italy.

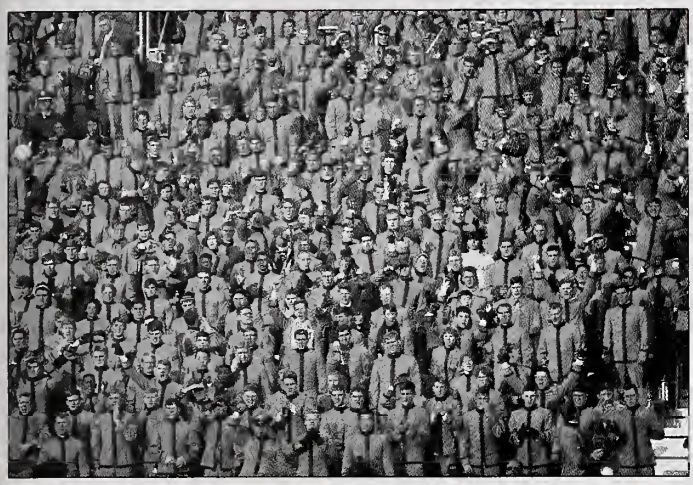
Upon returning to the United States, the now well-traveled keyboardist again attended the School of Music, completing advanced instruction in the Navy's Enlisted Bandleader Course. Upon graduation, Thompson reported to Navy Band Seattle, where he has served since 1987. His latest assignment has been as Chief-in-Charge of Finances and Material for Navy Band Seattle.

Following officer indoctrination in Pensacola, Fla., he will report to the Navy Band in Washington, D.C., where he eventually hopes to lead the ceremonial band. With Thompson's proven method of setting and attaining goals, his latest ambition seems just a matter of time. □

Sweet is assigned to the Public Affairs Office, Naval Base Seattle.

Army-Navy classic

Story by JO2 Andrew I. Karalis, photos by PH1(AC) Scott M. Allen



100-year-old battle cries heard around the world.

Although U.S. soldiers and sailors are comrades-in-arms around the world, particularly in the Middle East, there is one day each year when this uniformed camaraderie turns into a grueling rivalry.

On that day, the football field at Veteran's Stadium in Philadelphia becomes a battlefield. The warriors from two service academies wear cleats and shoulder pads instead of boondockers and flak jackets.

To the victor goes inter-service bragging rights for one full year.

For this unparalleled gridiron clash, there are no fiercer adversaries anywhere when it's Army vs. Navy. On Dec. 8, 1990, the 100th anniversary of their first football game, the cadets and midshipmen displayed the intense emotion and pride that has been evident in all of the previous games.

In the years since their first meeting at West Point, N.Y., where Navy soundly defeated Army, 24-0, everything about this game has changed — uniforms, rules, formations and lineup — except for the spirit of the game which is the foundation of this rivalry. When game time comes, throw out the record books filled with statistics and season records — this is the Army-Navy game, where the game and its outcome are more hotly debated than any Super Bowl or college game. After all, it has been said that these two teams are supported by the largest alumni association of all — every man and woman who ever wore Navy Blues or Army Greens. For many players, this game is the biggest moment in their athletic careers. Following the game most will turn in football uniforms and resume wearing service uniforms full time. The knowledge that this may be their last game, combined with the fact that the game draws a worldwide television audience, has always been an added incentive for the players to turn in their best performance.

In short, Army-Navy is THE GAME.

In 1989, morale throughout the fleet rose to a new high after Navy marched down the field and Frank Schenk kicked a field goal with 11 seconds remaining in the game to upset Army, 19-17. Navy had won more than just the football game. The underdog had come from behind, and the game epitomized the Navy's die-hard spirit.

Going into the 1990 contest, Navy led the series 42 wins to Army's 41 with seven ties. Besides vying for their service's pride, the winner would boast a winning season, each team posting records of five wins and five losses.

Above left: Jimmy Doro, of the Navy SEAL parachute team from Naval Amphibious Base, Coronado, Calif., enters Veteran's Stadium flying "Old Glory." Above: Senior quarterback Alton Grizzard (#16) bombards Army with aerial strikes down the field.

Army ultimately won this battle 30-20 and tied the series with 42 wins.

First quarter action saw Army march down the field to the Navy 13-yard line in its first possession to kick a field goal and take a 3-0 lead. Navy senior quarterback Alton Grizzard passed to senior flanker Jerry Dawson for catches of 12, 11 and 15 yards, and ran the ball down the field in Navy's first possession, only to end their drive at the Army 35 on a fumble which Army recovered. The cadets drove the ball through the Navy line in short spurts until the last play of the first half, when Army halfback Calvin Cass took a pitch around left end for a 30-yard gain to the Navy 6.

The start of the second quarter set an ominous tone for the midshipmen as running back Mike Mayweather, Army's all-time leading rusher, took the ball up the middle for the first touchdown of the game, stretching Army's lead to 10-0. Navy stalled short of midfield on their next drive and ended up punting to the Army 26. Junior quarterback Willie McMillian directed the Army's wishbone offense down the field with Mayweather and fullback Callian Thomas for another Army score, 17-0.

With 4:15 remaining in the first half, Navy had to do something to get back into the game. At a crucial third-and-six, Grizzard passed over the middle to sophomore flanker Rob Holmberg for a 24-yard gain, keeping Navy's drive and hope of scoring alive. Sophomore tailback Ivan Bullard then carried the ball over the right side for 7 yards and up the middle for 5 more on the next two plays for a first down at the Army 40. Grizzard then went back to the air, hitting junior split end B.J. Mason for a gain of 8 and senior tight end Dave Berghult for another 20. With less than a minute to play, Grizzard went back to pass, scrambled out of the pocket and picked up 6 yards. Following a Navy timeout at :34 on the clock, Grizzard rolled left to pass, scrambled right and found Dawson in the end zone for Navy's first score of the afternoon. Army led at halftime by 10 points, 17-7.

Navy's momentum from the end of the first half faltered after receiving the kickoff in the third quarter, giving the ball back to the cadets after four downs. Army drove down the field to inside the 10-yard line, but was stopped by the Navy defense led by the charge of senior middle guard Andy Kirkland and sophomore defensive tackle Robert Kuberski. Army missed the attempted field goal, and Navy took control of the ball at their own 20. After Grizzard passed to Dawson on first down for a gain of 14, it looked like Navy could make a come back. However, in the next two plays, Grizzard was sacked by Army defensive tackle Wade Smith for a loss of 10 and intercepted by linebacker Anthony Noto at Navy's 36-yard line.

Below: The Army-Navy game gives midshipmen a chance to let loose their inhibitions. Bottom: Navy cheerleaders help raise spirits to new heights of intensity.

Cass, who fumbled the ball which was recovered by Kuberski on the Navy 33. There was still hope for the midshipmen. Bullard carried around the right side and up the middle four straight times for 8-, 4-, 4- and 1-yard gains. A facemask penalty at midfield gave Navy a third-and-one in Army territory. Enter freshman [plebe] fullback Brad Stramanak who carried the ball up the middle for a 45-yard TD — the longest run from scrimmage for Navy this season. With 1:02 left in the third quarter, Navy closed within three, 17-14.

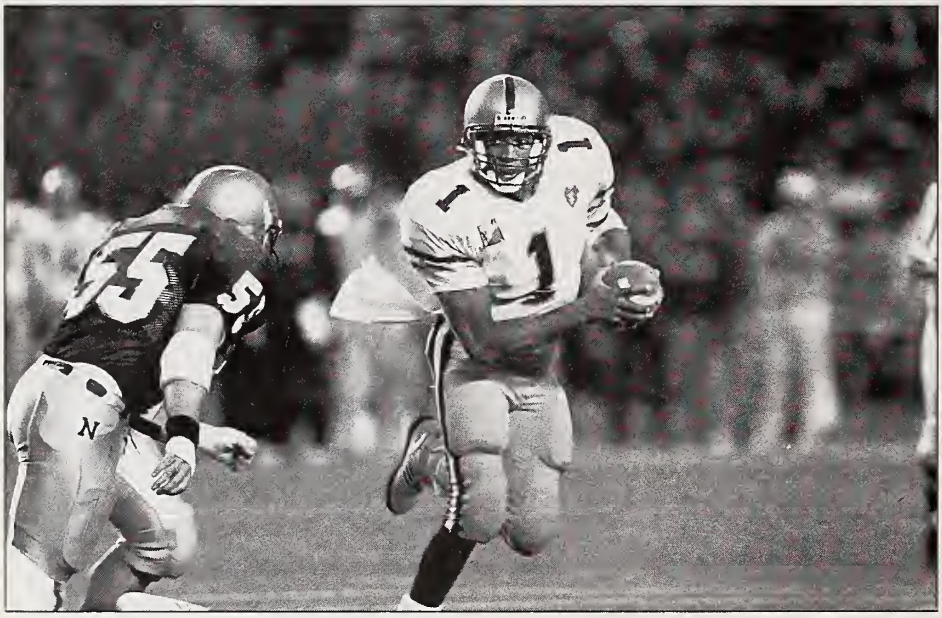
Navy fans went wild — everyone was standing up, hooting and hollering — not just the midshipmen (who traditionally stand the entire game along with their counterparts from Army). The ensuing kickoff silenced the Navy partisan onlookers as Mayweather returned the ball 41 yards to the Navy 47.

Mayweather carried for three consecutive rushes of 6-, 2- and 4-yard gains, followed by McMillian throwing his first, *and only*, pass of the day for a 35-yard TD to split end Myreon Williams. This was Army's first touchdown pass against Navy since 1971. The score was 24-14, with 14:16 remaining. There was still enough time for a comeback if Navy got some breaks.

After Navy made one first down, they were forced to give the ball back to Army. The punted ball hit an Army player however, and was recovered by Navy at the Army 23. Stramanak carried the ball around the right side for 6 yards, then up the middle for 5 and 4 more. Bullard took a pitch around the left side for a gain of 7 and a first-and-goal at the 1-yard line. Grizzard kept for the TD. Army 24, Navy 20. The midshipmen called a timeout with 10 minutes left (before the point after attempt) to decide if they should go for two. Grizzard passed to Dawson, but the ball fell incomplete. The score remained 24-20 in Army's favor.

Navy's senior kicker Frank Schenk tried lofting a high end-over-end kick, but Army smartly called a fair catch at the 32. McMillian drove the Army team down the field for two first downs, but was halted at the Navy 21 and forced to try another field goal. Patmon Malcolm kicked a 38-yarder

Photo by JO2 Andrew I. Karalis



Above: Navy plebe fullback Brad Stramanak (#46) burst through Army's defense for a 45-yard touchdown run in the 3rd quarter putting Navy within three points of Army, 17-14. Left: Army's junior quarterback Willie McMillian (#1) eyes linebacker Byron Ogden (#55) as he runs through Navy's defense leading the cadets up and down the field all day long to win, 30-20.

to extend Army's lead another three points, 27-20.

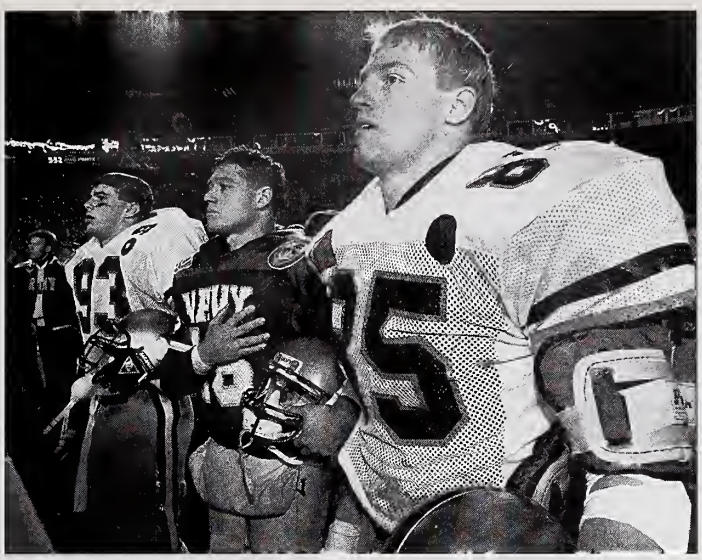
With only 6:10 remaining, Navy's Grizzard knew he had to move the ball from his own 20 down the field by passing for another touchdown. But Army knew this too and intercepted just past midfield on the first play from scrimmage. Army moved the ball on the ground, eating up precious ticks of the clock, to the Navy 8-yard line for another field goal, making it 30-20 in Army's favor.

Grizzard led the midshipmen down the field in 1989 to set up the come-from-behind, game-winning field goal with only 11 seconds left. He did this through his pride, discipline and dedication to the game, the academy and the Navy. If anyone could lead the mids from the jaws of death (or a loss to Army with less than a minute to play), Grizzard could.

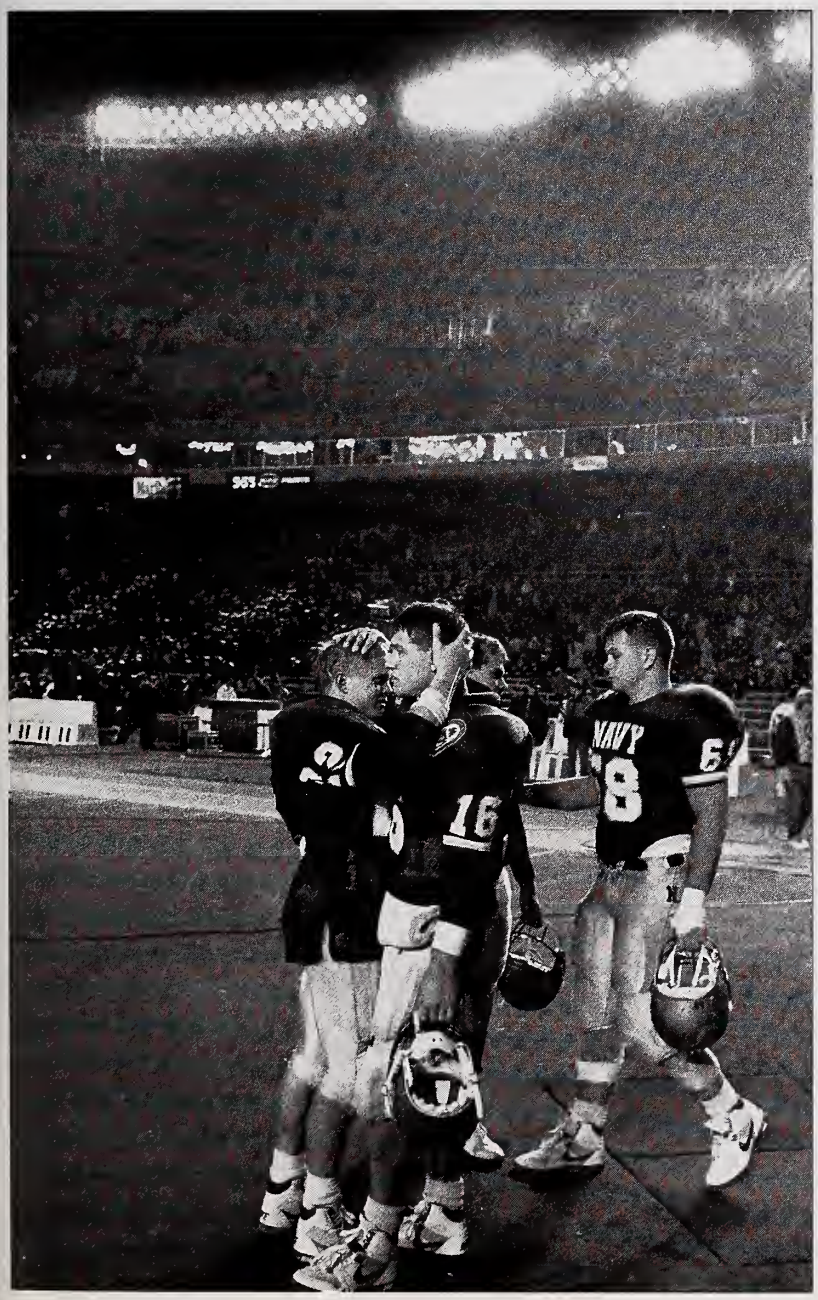
With first-and-10 at their own 18-yard line, Grizzard completed a 13-yard pass to Dawson, who stepped out of bounds to stop the clock. Grizzard passed to Dawson on the right sideline again for a gain of 10. The next two throws were close but incomplete to Berghult and Dawson, so Grizzard passed to Jason Pace who faded out of the backfield for a pick up of 13. Navy called a timeout with only :04 on the clock and the ball at the Army 47. The "Hail Mary" was thrown deep, but time expired and the ball fell incomplete. Final score, 30-20, Army.

Army may have won the game and the bragging rights that go with it, but Navy still took some things home that they can use next year — pride, dedication, discipline — and the ultimate weapon for use in the gridiron classic — revenge. □

Karalis is a writer for All Hands. *Allen is a photojournalist for* All Hands.



Right: Navy's Alton Grizzard (#16), flanked by Army seniors Rone Reed (#93) and Chet Nadolski (#85), stands at attention for the U.S. Military Academy's school song one last time. Below: Junior Chris Cordero (#22) and senior Alton Grizzard (#16) console each other following their loss to Army and their last football game together.



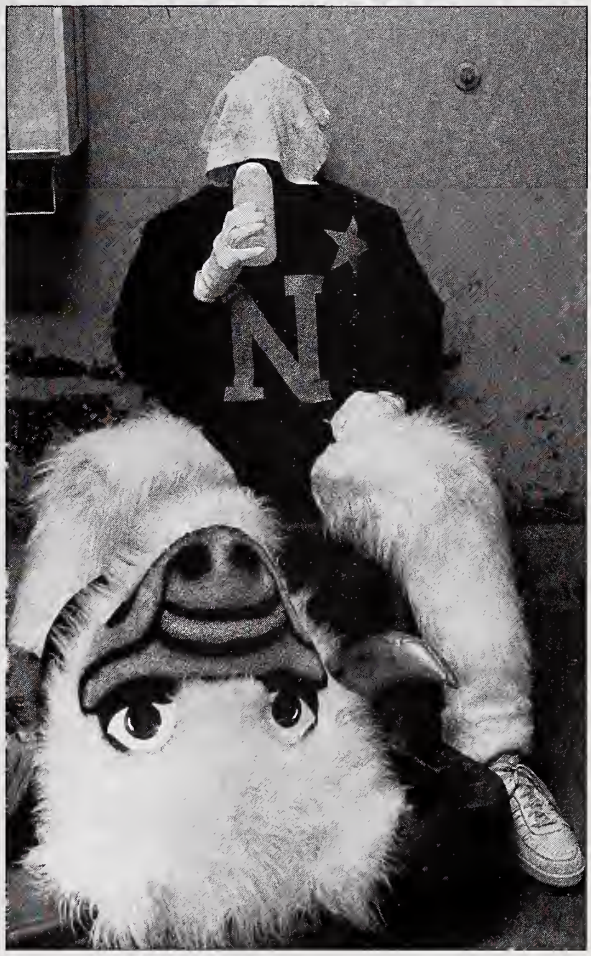


Photo by PH1(AW) Jeff Elliott

Above: Naval Academy mascot Bill E. Goat cheered his head off in this year's losing battle against Army.

Project *Marco Polo*

National Geographic and the Navy

Story by Gail S. Cleere, photos by Patricia Lanza©

OFF THE INDONESIAN COAST – Summer 1990. Project *Marco Polo*. Take young American geography students and teachers, fly them to Indonesia to experience that country's culture and geography, put them aboard a U.S. Navy hydrographic survey ship and let them help survey one of the world's most remote coastlines.

Why? Because both the president of the National Geographic Society and the Oceanographer of the Navy are alarmed at statistics showing that Americans are largely ignorant about the people and places of the world. Fully one quarter of those studied can't find the Pacific Ocean on a map and one in seven can't even point to the United States. Project *Marco Polo* was a joint effort to revitalize student interest in geography.

The project was named for perhaps the world's best-known adventurer who passed through Indonesia during his travels 700 years ago this year. Marco Polo brought back to his Italian homeland knowledge about the geography of foreign lands and about the strange customs of their people.

Our own Project *Marco Polo* has led to participating students and teachers fanning out across their states, lecturing

Above: Student Ryan Berger and teacher Greg Barker of Thousand Oaks, Calif., inspect navigation data with LCDR Kathy Shield, CO of USNS *Harkness*. Left: *Harkness* with the island of Pasi Teloe in the background.

and telling their own stories to schools and community groups.

Four American geography students and teachers were chosen last spring by NGS's Geography Education Program to participate in the project — students Kate Baird and Ryan Berger, teachers Joyce Munden and Greg Barker. In late August, these students and teachers, along with NGS Geographer-in-Residence Dr. Gail Ludwig; renowned freelance photographer Pat Lanza; Naval Oceanographer Penny Dunn; and me [Gail Cleere], the oceanographer's public affairs officer.

The group flew to the port of Ujung Pandang, Sulawesi, to meet USNS *Harkness* (T-AGS 32). We immediately sailed to her survey area in the Macan Archipelago, west of Borneo and northeast of Bali and Java.

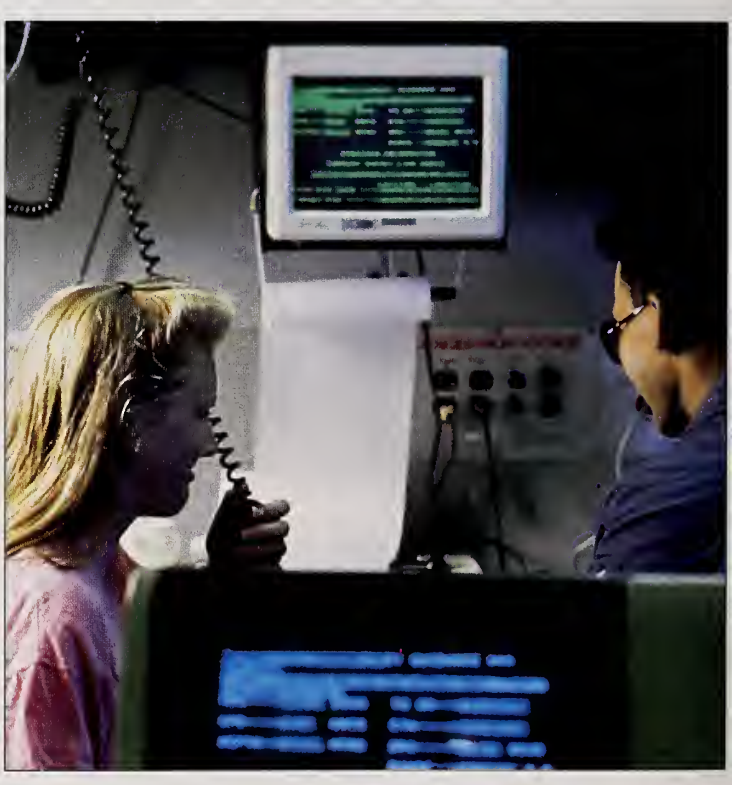
The entries from our journals tell our story. ...

"23 August 1990 ... We are sailing on a Navy survey ship among the beautiful islands of Indonesia. Some say it was the scent of exotic spices that first drew the Western world's attention to the Far East. But when the great clipper ships of the 17th and 18th centuries sailed to the Spice Islands for the nutmeg, mace, cinnamon, cloves and curry powders so desired by the Europeans, they did so at their own risk. The odds were poor that they'd ever return, let alone with a ship's hold full of spices. Ocean and coastal charts were rare, and those that did exist were often unreliable."

Today, the Navy conducts cooperative surveys of the waters off many countries, ensuring safe navigation for the world's mariners. It's a continuous job. Current nautical charts of the Macan Archipelago area are based on data at least a century old, and the survey we were on was to update these.

During our five days at sea aboard the 393-foot *Harkness*, we lived and worked with Oceanography Unit 5 and the ship's crew. ...

"24 August 1990 ... We are making navigation charts! I am overwhelmed by the computer and electronic equipment on the ship. With patient guidance from the ship's crew, we are collecting and processing data about the ocean floor. I am impressed with their professional demeanor. They are extremely careful and serious about their ship's responsibility. And they view us as extremely important —



Top: Baird takes sextant readings on the island of Pasi Teloe with Naval Oceanographic Office scientist Michael Smith. Above: Baird provides survey guidance to the ship's bridge from the survey control room. Right: Balinese man offers prayers and flowers to appease island spirits during a cremation ceremony.

Top: On the beach of Pasi Teloe, at the navigation site, students work with a theodolite helping calibrate the ship's position. Above: Balinese dancer tells a traditional story of good and evil.

we represent all the teachers and students from across America, and therefore, worthy of their best efforts. A very humbling experience!"

We conducted surveys from the mother ship in deep waters and in shallow areas from hydrographic launches — small boats winched on and off *Harkness*. We worked with the ship's survey computer systems, with the master and his mates on the bridge, with deck hands and boatswain's mates.

Once, we were told to suit up in jungle boots and coveralls for a two-day visit to one of the navigation sites on Pasi Teloe — a small island with perhaps 100 residents, an assortment of cats, chickens and goats, and a jumble of bungalows built on stilts along the beach front. We climbed down the ship's side into rubber dinghies. About a half mile offshore, we clambered onto the reef and waded the rest of the way with our gear on our heads.

The islanders saw us coming and were delightedly waiting to inspect us as we walked to the campsite on the island's tip. Here we had a taste of the harsh life in a temporary Navy navigation outpost, set up and manned by *Harkness* personnel to provide fixes for survey operations.

Some memories remain vivid — hoardes of curious, chattering women and children surrounding us and our tents from morning 'til night; no fresh water to bathe in; outdoor privies; islanders' babies being doctored by young sailors; navigation equipment constantly crackling; sleep coming only when fear of the "hontu" (spirits of the island's dead) chased the villagers away from our tents back to their bungalows. We were told that Navy crew members assigned to a navigation site are often there for six months or more at a time.

"25 August 1990 ... We visited the island school today, with its bare walls, rough benches and tables. Dusty, laugh-

Above: Land-based navigation site on Pasi Teloe is manned by four "navaiders" providing navigation fixes for survey operations. Right: Plotting the ship's course from the bridge.

ing, beautiful, sloe-eyed children run up to touch us and feel our clothing. We brought books for the teachers, pencils for the children and our Polaroid *camera. We watched each child grow wide-eyed as his or her image appeared in the form of an instant picture. Their eyes got wider still when inflatable National Geographic Society beach ball globes were distributed to every one of them — children who had never seen a beach ball, let alone a map of the world. That evening, when we walked in the village, our meager generosity was returned. The children sang for us, took us by the hand and shyly invited us into their thatched, stilted bungalows. Their elders offered us what was in their cooking pots, and proudly pointed to beach ball globes hanging from ceilings, and instant photos tacked to rough, wooden-slatted walls."*

We returned to *Harkness* for three more days of surveying. When our time on board came to an end, we returned to the seaport of Ujung Pandang, formerly Makassar, whose name change came only with Indonesian independence.

It was in the bustling port of Ujung Pandang that we saw the proud "prahus" of the Sulawesi Bugis tribe lining the docks — sleek, tall-masted, wooden ships with upturned prows and dark sails all held together with wooden pegs. The Bugis seamen were once the scourge of the European East India ships that plied their trade through these spice-filled islands. So fearful were the piratical Bugis, that the term "bogyman" entered our language. They were the epitome of the pirates in our imagination — silk-turbaned, scimitar-wielding, bare-chested mariners with unmatched maritime skills. Today the descendants of these men and their tall ships are the last of their kind, still — now peaceably — trading goods from island to island.

Ujung Pandang market place was another adventure. ...

"Filled with an amazing variety of unrecognizable fruits and vegetables, singing birds in cages, dried fishes of every size and shape, eggs the size of grapefruits, foods — that would take considerable getting used to, flies, cats, dogs, outlawed fighting cocks in wicker baskets and tatooed goldsmiths huddled over workbenches."

Leaving Ujung Pandang, we flew to what has been called the "Masterpiece of the Gods" — the island paradise of Bali. Here we spent two days trekking with the Navy's Far East Regional Coordinator John Kreamer and a local guide and interpreter. Suddenly the Balinese culture came alive. ...

"All over the island, as the sun rises, the women silently emerge carrying tiny baskets of woven palms — no bigger than two hands cupped together. Each holds fragrant flower petals, a few grains of rice, a glowing incense stick. Suddenly, they are everywhere — in the streets, on shop shelves, in doorways, at crosswalks, in front of the island's many stone gods. They are offerings for the island's spirits. The women kneel back. The incense rises. With a tiny blossom between their middle fingers, the women place their palms at their

Top: Students Baird and Berger demonstrate the use of the telliurometer at Pasi Teloe's navigation site. Above: Berger exchanges addresses with students from a school in Ujung Pandang, Sulawesi. Right: Sunset off the beach at Pasi Teloe.

foreheads. A prayer is murmured, the blossom drops, and with the backward wave of a hand, both prayer and incense are wafted upward like the sun. It is an exquisite, hauntingly beautiful ritual that is over in the twinkling of an eye. This is how their day begins in Bali — with the world of men and gods in harmony."

We were taken to a sacred Balinese Barong dance in Batubulan where silk-wrapped girls in fragrant frangipani headdresses danced to the tinkling music of a gamelan orchestra, "monkeys" and "dragons" appeared to amuse and frighten us, a prince was happily rescued and a live chicken was sacrified. We moved on.

Traveling past famed Balinese terraced rice paddies, we explored the recently excavated 11th century "elephant" temple to the god Ganesha. Up in the hills, we saw Mt. Batur, the brooding volcanic mountain near the island's northeast coast, sacred to the island people. Lake Batur is a source of water for the island's *subaks*, the ancient and complex irrigation system that rations water from the mountain lakes down to the valley's rice paddies. Along with that of Mt. Agung, Batur's water is wholly used in all offerings to the island's pantheon of gods.

Early one morning on Kuta Beach, before the brash clatter of the tourist trade began, two members of our group were lucky enough to stumble upon a Balinese mass-cremation ceremony. ...

"On the beach we saw hundreds of Balinese in their sacred yellow and white sarongs. They had come down from their homes in the mountains, carrying tall, brightly-col-

ored, fringed umbrellas and immense fruit and rice cake offerings balanced precariously on their heads. Hundreds of smaller offerings were placed in the sea. Prayers were offered. The incense was lit. And then the flaming bark carrying the earthly remains of their family members was launched in the water, ensuring the dead's release to heaven. The cremation ceremony is one of the most joyous, profound and sacred of the Balinese family rituals, involving months of preparation by many families. It was indeed a treat to witness it."

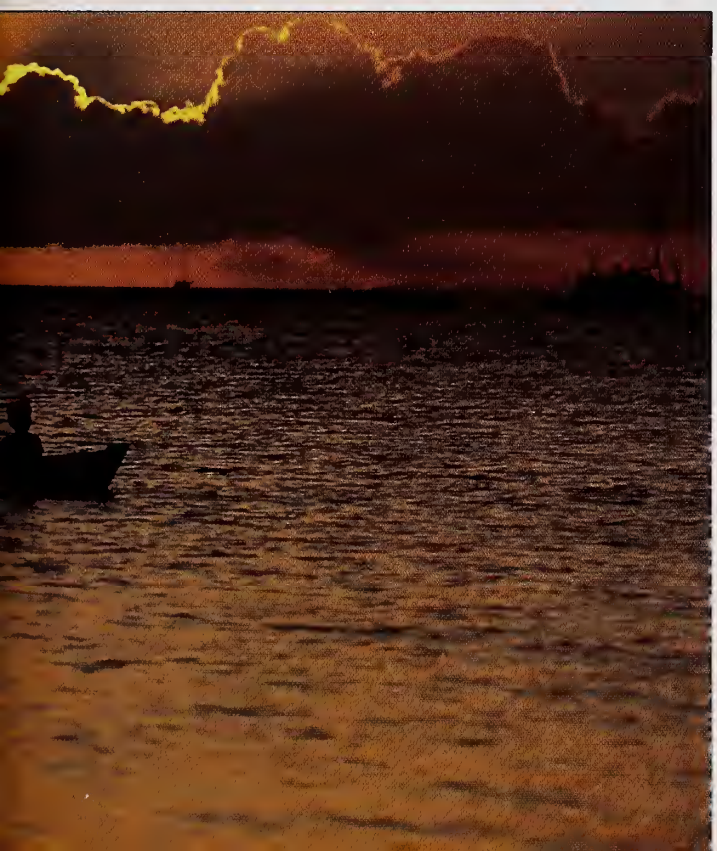
Project *Marco Polo* was a unique mixture of culture, geography and science, to which the Oceanographer of the Navy and the president of the National Geographic Society are both committed to pursuing. RADM Geoffrey Chesbrough recently remarked, "What these students learned and are now passing on is geography in the broadest sense — the geography of a foreign land and sea and the ways of a foreign people and their culture. And in the meantime, we taught them something of how the Navy maps the world."

One of the students, who recently turned 14, ended her journal entry for 27 August 1990 with the following:

"There are so many scenes, and faces, and contacts I'd like to get down ... I had fun. Fun with the Navy. What a concept!"

And that is what it was all about. A bigger world view. A bigger perspective. □

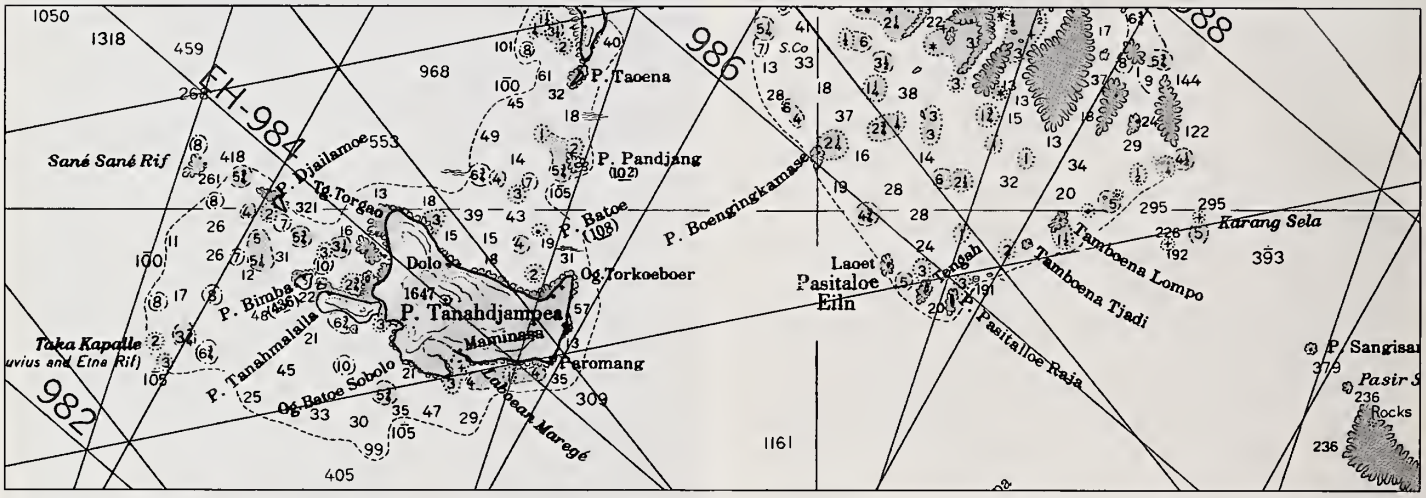
Cleere is the public affairs officer for the Oceanographer of the Navy. Lanza is a freelance photographer.



Below: A Balinese actor prepares for the Barong Dance. Bottom: Berger monitors incoming data in the survey control room on board *Harkness*.

Charting unknown waters

Story by Gail S. Cleere



Surveys conducted by USNS *Harkness* will update navigation charts based on data nearly a century old.

When mariners sailed into unfamiliar waters without appropriate nautical charts, they were always in danger of running aground.

For thousands of years, sailors used rope or lead-lines to determine water depth under the keel. But this process, which was used up until World War I, was laborious and fraught with error.

For American sailors, the Coast Survey was organized in 1807 to map the domestic coastline. But mariners were on their own in foreign seas.

It took the sinking of the Titanic to speed development of echo-sounding instrumentation. Sonar produced an echo return by bouncing sound waves off solid objects — like icebergs.

Modern hydrography got under way within a few short years when the sonic depth finder was developed. This device allowed ships to take soundings while in motion, producing a contour profile of undersea terrain by "connecting the dots."

Today, our own coastlines continue to be surveyed by the National Oceanography Service, but nearly 75 percent of foreign coastlines are not surveyed to an acceptable standard. It is said that some foreign coastal charts still in use pre-date Captain Cook.

The Defense Mapping Agency works with the Oceanographer of the Navy to meet coastal survey requests submitted by fleet commanders from around the world. The Naval Oceanographic Office carries out the actual survey operations.

Two hydrographic survey ships, operated by the Military Sealift Command and staffed with merchant mariners conduct the work. They are USNS *Chauvenet* (T-AGS 29) and USNS *Harkness* (T-AGS 32). Two additional ships are under construction.

Each ship uses four hydrographic survey launches for surveying in shallow water and support boats for use in land-based operations. Each survey launch is outfitted with automated hydrographic survey equipment that permits it to operate independently.

A typical survey begins months before the survey ship arrives. Clearances are obtained from the host country, survey specifications are outlined, land-based transmitter sites are established and geodetic markers are placed.

One or more detachments of navigation technicians move into the sites, prepared to live alone for as long as six months. The ship continuously gathers data, criss-crossing the deeper waters while her launches survey shallow waters.

With echo sounders constantly pinging the bottom, simultaneous recordings are made of time, position and depth. These figures are simultaneously fed into the ship's computers. Survey track lines are printed out in large sheets.

Collected data undergoes further processing at the Naval Oceanographic Office and is forwarded to the Defense Mapping Agency where new charts are produced and distributed. □

Be prepared

Reserve Seabees help save Boy Scout camp.

Story by JO2 Calvin F. Gatch Jr.

Photo by PHCS Terry Mitchell

The entrance to Mataguay Scout Reservation. The smoke originated in the area of the camp buildings.

For 34 years, Boy Scout leaders of San Diego County knew they should be prepared for a forest fire that might sweep through Mataguay Scout Reservation, 50 miles northeast of San Diego. Sure enough, the fire came — and the Boy Scouts were prepared — thanks to Seebee reservists who installed an entire new water system and fire hydrants last June. The project was finished just two weeks before an arsonist's fire hit the camp.

The fire hydrants' installation and other vital jobs were part of *Eagle Spirit*, an ambitious project that involved reservists from 12 naval mobile construction organizations.

The fire began two days before the scheduled dedication of the Seabee project and raged for five days before it was brought under control.

"If it hadn't been for the Seabees' work, we would have lost the entire camp," said Don Templeman, assistant scout executive of the San Diego County Boy Scouts Council. "We knew ever since we established the camp in 1956, that we needed a water system that would handle a major fire. It's just fortunate that we installed one in time to save the camp."

The new water system was part of

Photo by PH2 Steve Carlson

New water lines and fire hydrants under construction by Reserve Seabees as part of Project *Eagle Spirit.*

an extensive overhaul of the camp by the Seabees from February to June 1990. Templeman said the Boy Scouts raised $808,000 to buy materials and estimates the value of the Seabees' labor at $3.5 million. The water system includes two new wells, storage tanks, underground waterlines and a dozen fire hydrants. The hydrants and water system were used around-the-clock by the 1,800 firefighters who fought the blaze.

The California Department of Forestry and Fire Protection coordinated firefighting among several San Diego fire departments as well as 500 state prison inmates.

There were 21 minor injuries to firefighters. Damage to the camp itself was confined to several latrines, camp tents and an old fire watchtower. The 225 Seabees working at the camp, 125 Scouts and 25 leaders were all evacuated without injury. Throughout most of the fire, up to 80 fire engines pumped water directly from the camp's new hydrants and drew additional water to take to other locations. Also, four helicopters dropped water, and five air tankers dropped fire retardant on the blaze.

The firefighting effort was also aided, according to Mataguay Supervising Ranger Ted Bowden, by the new bridge which allowed heavy tankers

Photo by PH2 Leigh Davis

Photo by JO2 Maurice Regnier

Above: A member of RNMCB 15 cuts one end of a railroad flat car bed used to construct the replacement bridge. Left: The camp's main road is hosed down to settle dust prior to blacktopping.

and other equipment to cross. Widened roads, some of which were previously too narrow for firefighting equipment, also helped.

Although Seabees working at the camp volunteered to help in fighting the fire, California law prevented firefighters from accepting their offer of aid. Instead, Seabees manned a pump at one of the nearby lakes throughout the first night, set up a generator to power one of the newly-drilled wells to which wiring had not yet been run and volunteered the use of a 1,200-gallon tanker for hauling water.

The camp was able to resume operations in early July, only 10 days after it was evacuated because of the fire.

Retired ADM Lee Baggett, chief fund raiser for the Camp Mataguay renovation, said, "There's no doubt in my mind that if it weren't for the work of the Seabees, Camp Mataguay would have gone up in smoke. The water system they put in," he said, "proved to be a godsend for the firefighters.

"To have lost all or a portion of the camp to the fire would have been a tragedy for the youth of the San Diego area," Baggett said, "particularly after the tremendous contribution made in recent months by the Reserve Seabees and others who helped the Boy Scouts on the refurbishing. So, I believe our community owes a large debt to the Seabees, along with the firefighters and others who helped save the camp."

The 17,000 Reserve Seabees of the Reserve Naval Construction Force make up two-thirds of the Naval Construction Force. Reserve Seabees drill at some 200 detachments across the country, and entire battalions are available for recall to active duty when needed. □

Units which participated in extinguishing the fire included Reserve Naval Mobile Construction Battalions 12, 13, 15, 22, 25, 26 and 28; the 2nd, 7th, 9th and 31st Reserve Naval Construction Regiments; Reserve Naval Construction Force Support Unit 2, as well as Seabee reservists from other units.

Gatch is a public affairs representative for Commander, Reserve Naval Construction Force, Gulfport, Miss.

Artwork courtesy NavFacEngCmd

Environment

Story by JO1 Sherri E. Bashore

Navy officials are going beyond legal requirements to protect personnel from asbestos hazards.

They are following an Asbestos Management Program established by a Chief of Naval Operations letter of Nov. 4, 1986, and the Naval Facilities Engineering Command. The letter outlined the expanded effort needed to protect people from asbestos exposure in all Navy facilities and on board ship.

The technical and legal issues surrounding asbestos removal are so complex it takes a well-structured hazard-abatement program.

Asbestos was a miracle product used extensively in building materials because of its good thermal and electrical insulating properties. Now the government knows that constant or prolonged exposure causes serious health problems, including asbestosis, a scarring of lung tissue from inhaled asbestos fibers; lung cancer; and mesothelioma, a rare cancer in the pleura, or lining, of the lung. Most of these ailments have been experienced by workers in shipbuilding and industries where high, uncontrolled concentrations of asbestos fibers are present.

All naval facility work areas are periodically monitored by medical commands. Medical personnel survey ongoing asbestos removal operations for asbestos hazards and other health or occupational problems. The health threat develops when asbestos is disturbed, thus generating a dust breathed into the lungs.

In recognizing the serious health hazards posed by exposure to this natural fibrous material, the Navy has adopted stringent occupational safety, health and environmental protection standards for asbestos control.

Through the Occupational Safety and Health Administration Law of 1970, and by OpNavInst 5100.23B, the Navy is required to maintain a safe and healthy work environment for its employees.

NavFac, headquartered in Alexandria, Va., along with the Chief of Naval Operations designed the Asbestos Management Program Ashore. They manage programs to ensure laws and directives dealing with asbestos are followed at Navy facilities worldwide. NavFac also manages the planning, design and construction of facilities on

all Navy shore activities. NavFac's assistant commander for Environment, Safety and Health office provides overall program direction when handling asbestos abatement projects.

"Asbestos regulations and procedures are very dynamic. They change rapidly," said ESH Environmental Engineer Michael Larson. "We have to make sure our programs meet all the regulatory requirements, which they do."

The Navy is also identifying other substitute products for asbestos. A memorandum of understanding between the Environmental Protection Agency and Department of Defense establishes ways to deal with military-unique uses of asbestos-containing products. The Naval Sea Systems Command has the lead for the asbestos substitute effort.

NavFac was prepared and ahead of a recent Environmental Protection Agency ban on asbestos products, according to Wade Jensen, another NavFac ESH engineer.

"Our specifications already require asbestos-free roofing and flooring felts, and for some time now we've required asbestos-free vinyl composition tiles as opposed to vinyl asbestos tiles," he said. "As far as NavFac is concerned, we are in good shape for phasing out asbestos in new construction. The problem for us is in existing construction."

NavFac's program extends beyond the requirements established by a variety of environmental and occupational health and safety laws.

"We are chartered under OpNavInst 5100.23B to provide a safe and healthful work environment for everyone at a naval facility," Larson said. Because of that requirement a five-element program of inventory, assessment, abatement, operation and maintenance plans and training is now in place.

The asbestos inventory process locates, identifies and reports asbestos-containing materials in facilities. The inventory characterizes the degree of asbestos contained in the material.

The assessment phase develops plans to abate potential hazards identified during inventory. These hazards are then corrected by removal, encapsulation or enclosure.

Once the hazard causing ACMs are removed, an operation and maintenance plan helps activities safely manage the remaining asbestos. But activity personnel can't work safely with asbestos-containing materials unless they have proper training.

A Navywide study identifying those needing training was established and an education program developed. The Naval Energy and Environmental Support Activity, Port Hueneme, Calif., is responsible for the training.

NEESA supplements the work that NavFac performs in two ways: They identify availability and need for asbestos training for Navy employees and figure out how to supplement training to make sure that all individuals who need it get it.

"That's in addition to any training that is already required by all asbestos workers," said Jensen.

If a building has pipe insulation or vinyl floor tile that contains asbestos, it doesn't necessarily call for a complete stripping out of the hazardous material. What is necessary is to make sure the possibility of fiber release doesn't exist. This is done by either enclosing or shielding the material.

"You might be creating more of a problem if you try to remove it," Larson said. "It's best to leave it alone to eliminate a potential release of fibers."

That's where the operation and maintenance plan comes into play. The plan's purpose is to manage asbestos in place. "That calls for periodic inventory and inspection of material to see if there is any deterioration in the condition," Larson said. "Plus keeping a record of the findings and making sure that if there is any planned main-

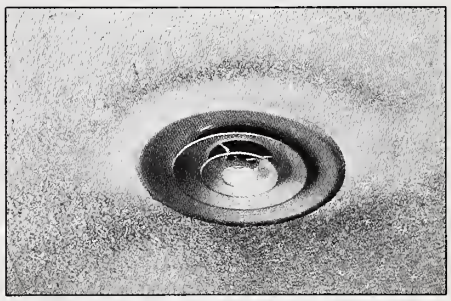


Photo courtesy NavFacEngCmd

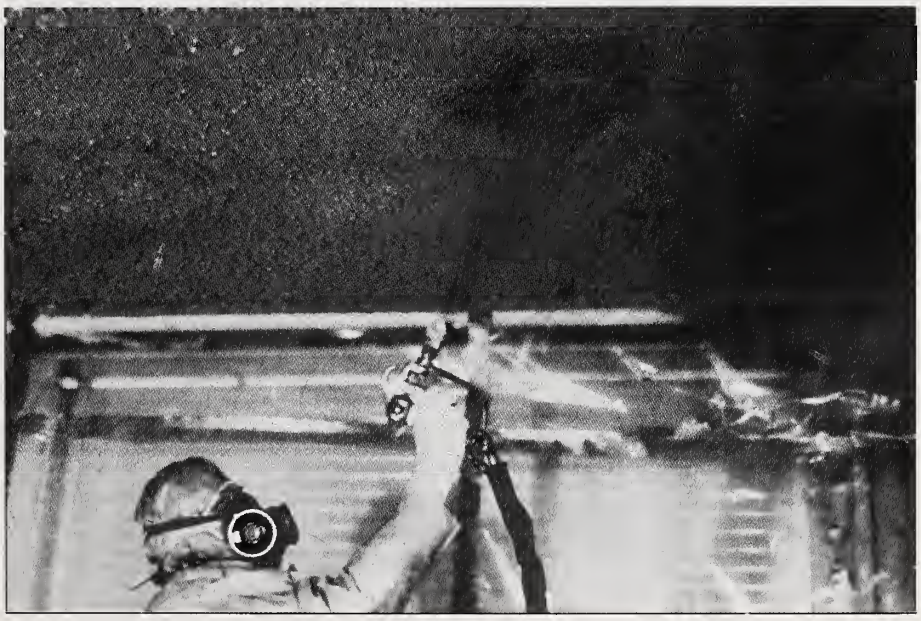


Photo courtesy NavFacEngCmd

Top: Spray-applied asbestos insulation was a commonly used building material. Right: Special work practices and personal protective equipment are required when working with asbestos.

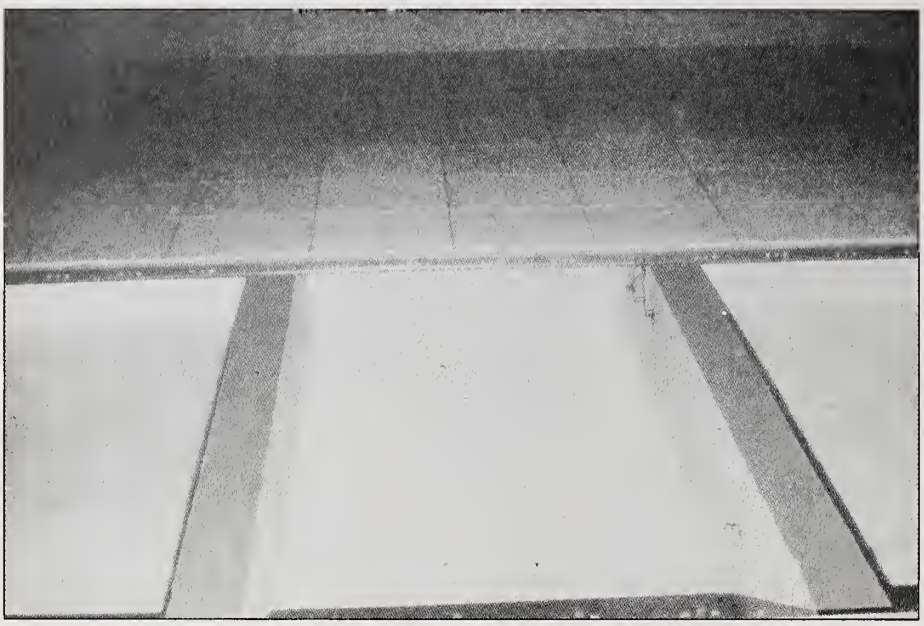


Photo courtesy NavFacEngCmd

Enclosure and encapsulation techniques are accepted work practices in addition to removal.

Asbestos Management Program elements:

- Inventory
- Assessment
- Abatement
- Operation and Maintenance Plans
- Training

tenance work or modifications to the facility, the information is available."

"The O&M plans don't do any good if they are sitting on the engineering director's shelf," added Jensen. "They need to be out where the shop personnel can get hold of them before they start to do any work within their facility. Maintenance control people need the plan so they know where the asbestos is and can take the proper precautions."

Guidelines are available to those who are responsible for making sure any contractor or sub-contractor doing work is aware of potential asbestos exposure.

Another factor to consider when eliminating asbestos in a building is proper disposal of the hazardous material.

"A lot of people think it's best to be 'out of sight – out of mind,'" Larson said. "People don't realize the cost associated with disposal, and that if fully taken into account the 'cradle to grave' cost associated with whatever action you take, the right answer may be to leave it in place."

If asbestos is discovered within a Navy building, NavFac handles the financial end of the abatement process.

"We have money available to fix occupational problems with exposure to asbestos," Larson said. "So if we have a Navy employee or somebody within a naval facility who has possibly been exposed to an asbestos hazard, then we have money to pay for projects for corrective action."

NavFac is making sure it has a firm program in place – going one step further – in case new legislation requires more than what is already mandated.

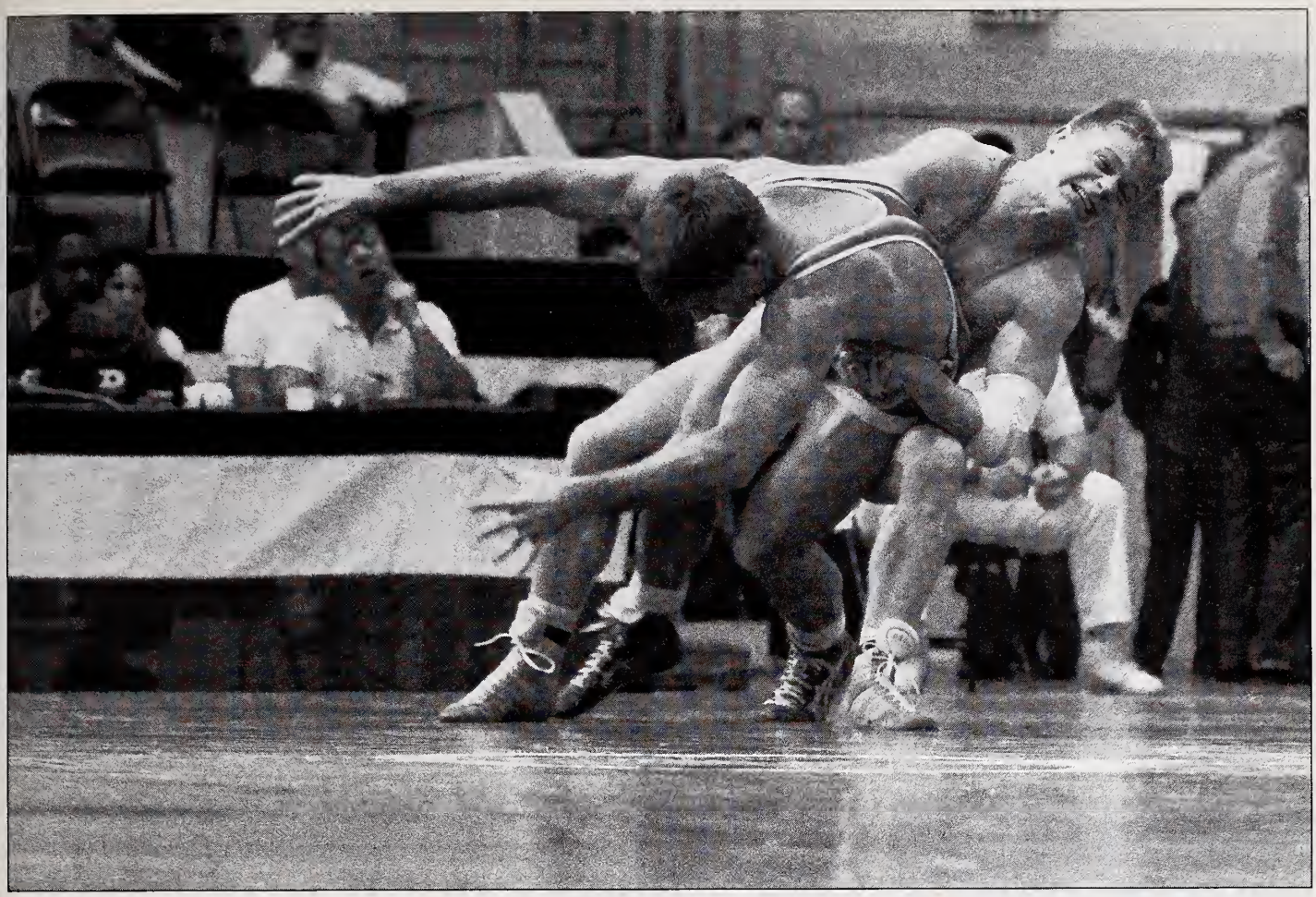
"We are not legislated to do a physical inventory [locating asbestos] at this time," Larson said. "We're just legislated to provide a safe and healthful working environment. But we're trying to go beyond what is required. By opting to perform an inventory, we're actively trying to identify where all our asbestos-containing material is in all our buildings, so that we don't create a disaster situation by somebody going in and knocking down a wall where there might be asbestos insulation."

Another way asbestos is being eliminated is through the EPA's ban on asbestos products. According to an article written by Larson in the Fall/Winter 1990 issue of *Navy Civil Engineer* magazine, three stages of weeding out the use of asbestos in the United States, following a recent EPA ban, were established. The first stage, which went into effect in 1990, eliminates asbestos for pipeline wrap, roofing felt, vinyl-asbestos floor tile and certain asbestos-cement products. By 1993, asbestos-lined vehicle brake systems will be prohibited. By 1996, the ban will cover use of roof and non-roof coatings, asbestos-cement air-conditioning pipe, shingles and other asbestos friction products.

Today, Navy personnel are required to label the inventory stock of products containing asbestos. Larson's article said these products have materials containing asbestos that can be altered, causing the release of hazardous fibers.

As long as properly trained personnel follow updated O&M plans whenever working around asbestos, we can all breathe safely in Navy facilities. □

Bashore is a writer for All Hands.



Ready to fight

World's best military members go to battle.

Story and photos by JO2 Andrew I. Karalis

Since World War I, some of the world's finest warriors have been meeting over the years to do battle. Dressed in traditional battle garb, they square off, fight with determination and shake hands afterwards. There is very little bloodshed, and no weapons are drawn or fired.

This year's battlefield was a wrestling mat used during the 14th *Conseil International du Sport Militaire* wrestling championships. 1990's CISM featured freestyle and Greco-Roman wrestlers from the armed services of the United States, Turkey, France, Greece, the Republic of South Korea, Zaire, Austria, Belgium, Finland, Italy, Nigeria and a now-united Germany, in matches hosted at Marine Corps Base Quantico, Va., Dec. 1-10. CISM's goal is to replace the battlefield with the playing field.

Some of the U.S. Navy's best were there as well, representing the United States with the fighting spirit of all sailors. Master-at-Arms 1st Class Rob W. Hermann, assigned to the security department aboard the aircraft carrier USS *Kitty Hawk* (CV 63), served as assistant coach of this year's U.S. Armed Forces wrestling team. Hermann brought with him a wrestling tradition started 20 years ago in junior high school, which ultimately led him to become a champion grappler in high school for the state of Illinois, in interservice competition for the Navy and in World Cup, Pan-American, Olympic and World Team Championships

Above: Finland's Michael Lyyski strains as he tries to throw U.S. Navy FCC David D. Butler to the mat in a Greco-Roman wrestling match at Quantico, Va.

Right: USA wrestling team member Navy FCC David D. Butler likes to relax before a match, gradually pumping up to a peak for battle.

for the United States. Hermann, who's been wrestling and coaching with the Navy team since 1982, has retired from the active grappling circuit but said he has very few regrets about his decision.

"It's been a part of my whole life," Hermann explained. "Why not help others with what I'm good at doing? The leadership and experience I can offer to an athlete starting out can give him an edge over his competition. I like that and really enjoy what I'm doing now."

Hermann specialized in Greco-Roman style wrestling [which relies mostly on upper body strength] on the way to becoming a four-time national champion in the 125-pound weight class. However, he competed in both freestyle and Greco events, often making it to the finals in World Cup competition only to lose to the perennial world superpower grapplers from the Soviet Union.

Hermann said, "Our [CISM] Greco squad has five members of the national team on it which could upset the world champs [Turkey]. A unified German team, the Turks or the United States should come out on top.

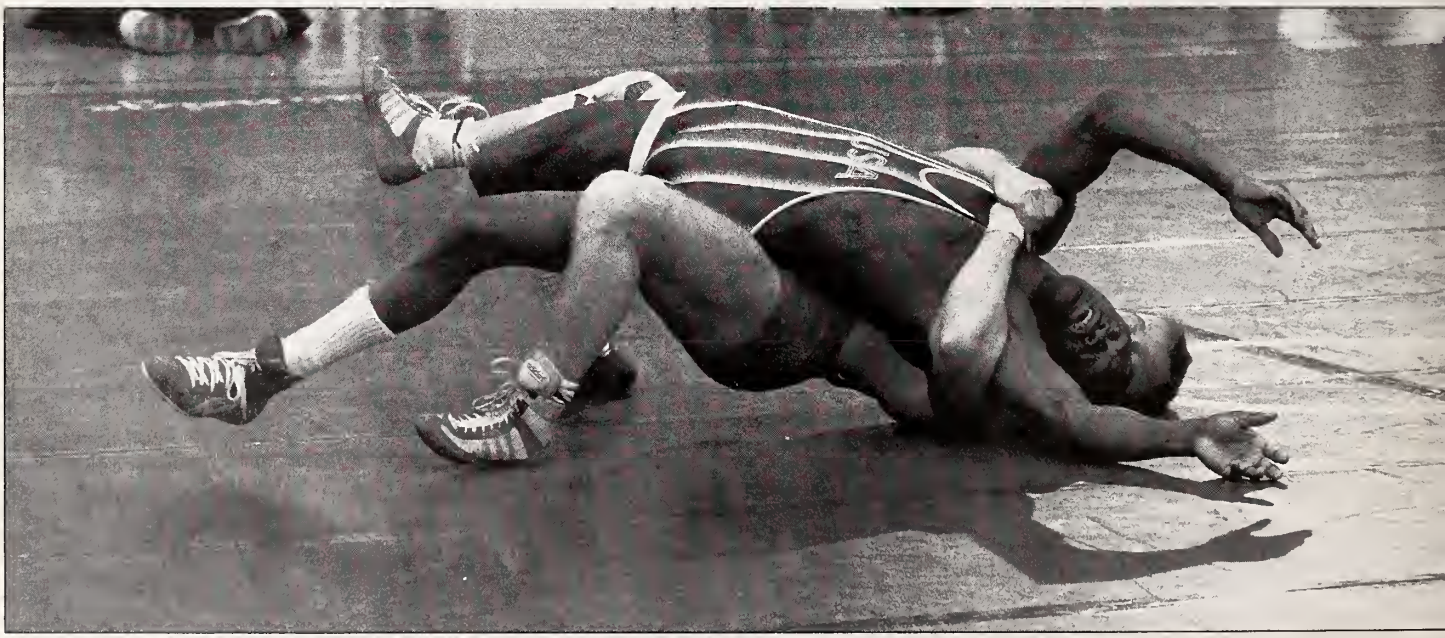
"The work our teammates put into it will give us an advantage because we're working for our country and our respective service – in that order. It reinforces why they're here and could ultimately be a stepping stone for them to get into the Olympics. Most don't take it too lightly because of the fact that on any given day you could lose."

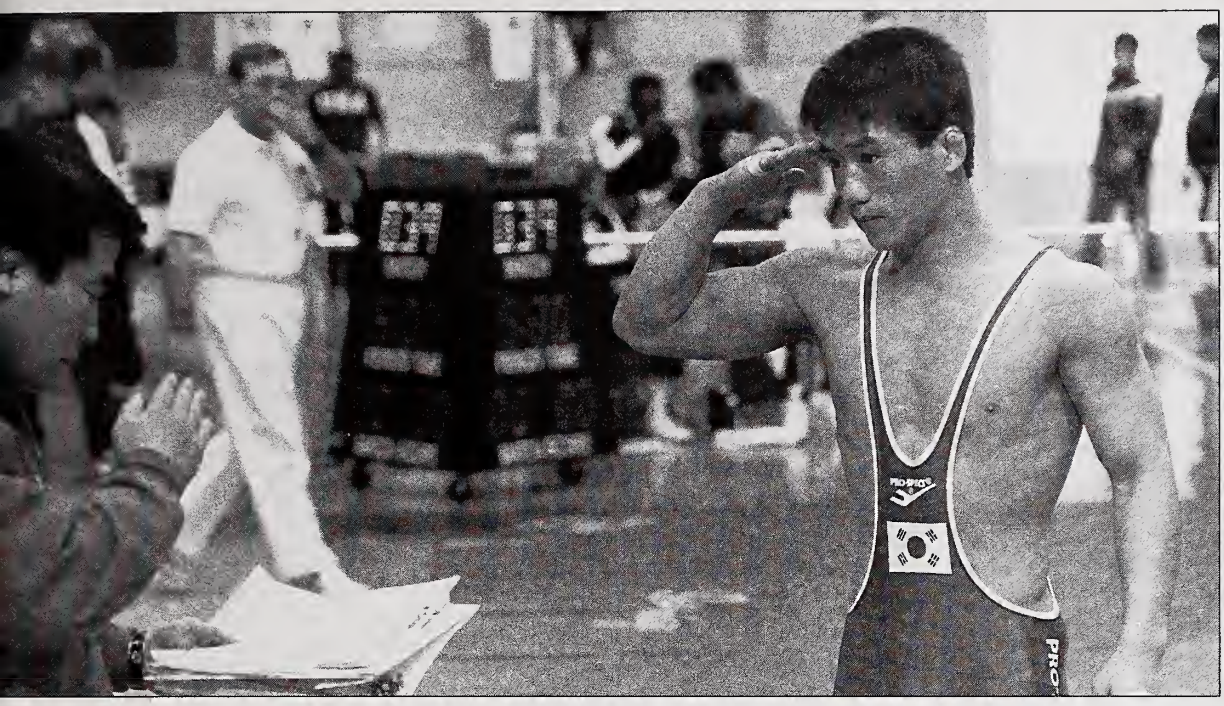
Hermann's hopes of getting a gold medal in the Olympics could be attained through his coaching ability. He is one of five finalists vying for the head coaching job of the 1992 U.S. Olympic Greco-Roman wrestling team.

Another sailor on the U.S. team at CISM, Chief Fire Controlman David D. Butler, stationed on board the cruiser USS *Halsey* (CG 23), is another wrestler with a long history of excellence on the mat. Butler went to the World Championships and won twice, in 1982 and 1985. He made the 1988 Olympic team and lost in the semi-finals by one point to the eventual gold medalist from South Korea.

During the last nine years, Butler, like Hermann, has taken an interest in coaching while also wrestling. "I like coaching. It all started with coaching my kid's soccer team. But I haven't given up on active wrestling yet," he admits. "My goal is still to get an Olympic or World Cup medal, but after one or two more years that'll probably be it. Then I'll stay involved through the coaching side."

Butler's advice for people just getting involved or advancing in the sport of wrestling: "Don't get discouraged. If you're the number two guy, you'll eventually get better if you keep working harder – much harder. It's all defi-





nitely worth it. You *have to* work your way to the top.

"This same thing has carried over to my job — it teaches you discipline — and it makes you appreciate what you have to do to succeed."

Butler acknowledges that others like *Halsey*'s Commanding Officer CAPT George A. Klein III have helped him succeed. "He's been very supportive," said Butler. "Just thinking about all the leave and TAD trips I took for training at the Olympic Training Center in Colorado and elsewhere makes me have to say 'thank you.'"

While aboard ship Butler works out with simple exercises like push-ups and sit-ups using a buddy system. He also helps run the semi-annual physical readiness test and the eight mandatory PT sessions held per week there. "Mostly I'll just work out on my own when ashore and try to eat a balanced diet — thanks to my wife's help."

Two other sailors went to Quantico for the CISM wrestling championships but did not wrestle competitively. Aviation Boatswain's Mate

Left: Marine Corps Sergeant Anthony "Buddy" Lee tumbles to the mat to break the grip of Germany's Peter Behl. Lee won this match 5-4 and went on to win the 62 kilogram (136.4 pounds) title.

Above: Korean Sergeant Won Chae Lee salutes his coach following a 15-0 win. Right: Army Specialist Derrick Waldroup claims victory for America after pinning his Austrian opponent at 3:52.

(Equipment) 2nd Class Steve Mays, a 125-pound wrestler from Naval Air Engineering Center, Lakehurst, N.J., and Postal Clerk 3rd Class Edward Romero, a 220-pound grappler from USS *Platte* (AO 186), were selected as first alternates for CISM because of their second place finishes in the U.S. Armed Services wrestling championships. Both helped their U.S. teammates by being there physically and emotionally on the international competition's sidelines — yelling for motivation or providing a strong shoulder, wrestling for a warm-up or massaging tightened muscles as part of a cool down — they were part of the team and gave their best effort.

The U.S. team stood toe-to-toe with the world's best and took second place to Turkey in freestyle and Greco-Roman team standings, missing first place by only a few points. Germany took third place, followed by Finland, Greece, Austria and the Republic of Korea. CISM is oftentimes referred to as "The Olympics of the Military"

because the games were established after World War I to bring high caliber military athletes together for international competition in a spirit of goodwill.

"During the CISM championships all the athletes stick together," Hermann said. "During training times there's no mention of politics or government affairs. Off the mat it's fun and games. But on the mat it's real combat.

"That's the reason we have this here [CISM]," he explained, "so we don't have to fight a war. Why step on the battlefield if you don't have to?"

Karalis is a writer for All Hands

Desert Shield Chronology

Dec. 1 — Secretary of Defense Dick Cheney increased activation authority for 63,000 more military reservists. The Navy's authorization ceiling was raised from 10,000 to 30,000.

Dec. 2 — Iraqi armed forces conducted activities that included the firing of surface-to-surface missiles within Iraq. The flight path was away from U.S. and coalition forces.

Dec. 4 — The Navy announced a limited "stop loss" action for sailors assigned to Marine units committed to Operation *Desert Shield* whose effective dates of retirement or separation fall on or after Jan. 1, 1991. This follows the Nov. 8, 1990, stop loss action by the Corps. The Navy is taking this related action to preserve the integrity of Marine units deployed to *Desert Shield*. Sailors assigned to Marine units include medical, religious support and other specialists. This is the Navy's first use of this authority.

Secretary of the Navy H. Lawrence Garrett III announced the activation of additional Naval Reserve units.

Dec. 6 — DoD announced U.S. troop strength at more than 250,000 in the region. Other DoD-updated figures reflect: 4,605 intercepts; 569 boardings; 22 diversions; 117,313 Reserves and National Guard recalled (6,601 Navy and 15,893 Marines); Navy ship strength — 19 (Persian Gulf), 21 (North Arabian Sea/Gulf of Oman), 15 (Mediterranean Sea) and nine (Red Sea).

Dec. 7 — DoD announced the deployment of USS *Ranger* (CV 61) carrier battle group with appropriate escorts and embarked air wings. USS *Horne* (CG 30) and USS *Jarrett* (FFG 33) also deployed to the Persian Gulf.

Dec. 8-18 — An amphibious exercise was conducted off the coast of Oman by elements of the 4th Marine Expeditionary Brigade and Amphibious Task Group 2. This exercise also included surface and air operations.

Dec. 10 — The 2nd Marine Expeditionary Force (24,000 Marines) deployed from Camp Lejeune, N.C.

Dec. 11 — DoD announced U.S. troop strength at more than 260,000 in the region. Other DoD-updated figures reflect: 4,833 intercepts; 583 boardings; 22 diversions; 121,940 Reserves and National Guard recalled (6,877 Navy and 16,495 Marines). Coalition forces strength is in excess of 220,000.

Dec. 13 — SecNav activated 2,388 Naval Reserve personnel to staff Fleet Hospitals 20 and 22.

Dec. 14 — Navy implemented DoD-authorized stop loss action to retain medical personnel due to Operation *Desert Shield*. The Navy's second use of this authority affects all Navy doctors, nurses, hospital corpsmen and medical service corps personnel whose dates of retirement or separation fall on or after Jan. 2, 1991.

SecNav activated 769 additional Naval Reserves from 44 units.

Dec. 18 — Sealift update: 253 ships in support, 200 under Military Sealift Command operational control; 188 offloads completed for approximately 10.2 billion pounds of unit equipment and petroleum products.

Dec. 20 — DoD announced U.S. troop strength at approximately 280,000 in the region. Other DoD-updated figures reflect: 5,509 intercepts; 679 boardings; 27 diversions; 127,293 Reserves and National Guard recalled (7,314 Navy and 17,375 Marines). SecNav activated 289 additional Naval Reserves from 28 units.

USS *Independence* (CV 62) returns to her homeport of San Diego from Persian Gulf deployment.

Dec. 21 — An Israeli-chartered liberty ferry shuttling crew members of USS *Saratoga* (CV 60) capsized and sank off Haifa, Israel, resulting in the deaths of 20 sailors. An additional crew member is missing and presumed drowned.

Dec. 23 — A truck on a liberty excursion in Abu Dhabi, United Arab Emirates, carrying crew members of USS *Midway* (CV 41) overturned, killing two sailors and injuring five others.

Dec. 26 — USS *Fife* (DD 991), USS *Oldendorf* (DD 972), USS *Trenton* (LPD 14), USS *Shreveport* (LPD 12), USS *Curts* (FFG 38) and two multinational craft intercepted *Ibn Khaldoon* in the Arabian Sea after the Iraqi-flagged freighter refused repeated requests to stop. Iraqi crewmembers attempted to restrain the Navy boarding team and grabbed their weapons, resulting in warning shots being fired in the air and a smoke grenade and noise grenade set off for crowd control. *Ibn Khaldoon* was diverted to port after a search revealed prohibited cargo.

SecNav activated another 480 Naval Reserves from three units.

Dec. 28 — USS *Theodore Roosevelt* (CVN 71) and USS *America* (CV 66) carrier battle groups deployed from Norfolk with appropriate escorts and embarked air wings. A total of 17 ships departed from five East Coast ports.

SecNav activated 172 additional Naval Reserves from three units.

The Iraqi armed forces fired their fifth surface-to-surface missile within Iraq.

DoD announced plans to inoculate U.S. troops against chemical weapons. □

Bearings

Wisconsin welcomes top *Desert Shield* general

While the battleship USS *Wisconsin* (BB 64) was operating in the Persian Gulf recently, the top U.S. military leader in the Middle East, Commander U.S. Central Command Army General Norman Schwarzkopf, visited the dreadnought for a firsthand look at the ship and to address the crew.

Schwarzkopf told the sailors that although U.S. leaders don't want the situation to escalate into a war, he was confident of what would happen in combat between Iraqi troops and the U.S. led multi-national force.

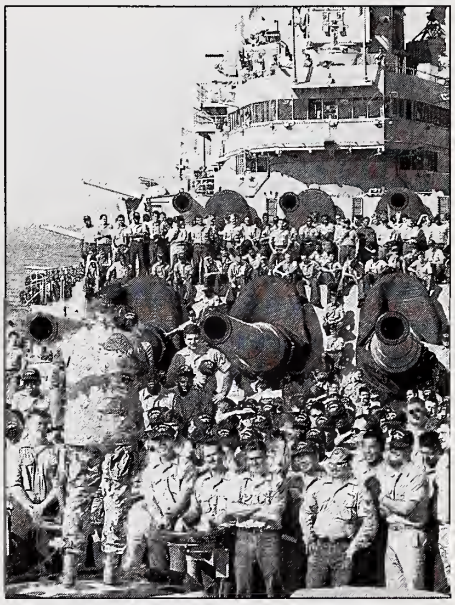
"It's obvious to me, it's obvious to you and it's becoming obvious to Saddam Hussein, if he tries to press forward we will kick his teeth in and send him back to Iraq," he said.

He also told the crew he was impressed with the condition of the ship and its capabilities, all the while stressing *Wisconsin*'s importance to Operation *Desert Shield*. Schwarzkopf added that he had spent a night aboard *Wisconsin* as a young Army lieutenant. Though he wouldn't admit it at the time, he was impressed back then by the ship and her massive guns.

"Your Army and Marine Corps friends ashore sleep better at night knowing *Wisconsin* and her 16-inch guns are here in the gulf," said Schwarzkopf.

After a short speech, the general fielded questions from sailors about the Middle East issue.

When Schwarzkopf departed, after being named an honorary *Wisconsin* crew member by CAPT David S. Bill III, the ship's commanding officer, he left behind his well-known "ready to get the job done" attitude with the crew. ■



—Story and photo by JO3 Thomas A. Kreidel assigned to USS Wisconsin *(BB 64) Public Affairs Office.*

"Super Sara" tackles mail madness in the Persian Gulf

USS *Saratoga* (CV 60) and its accompanying battle group, currently deployed to the Middle East as part of Operation *Desert Shield*, recently received 15,000 pounds of mail in one day.

As pictured to the left, this was the scene less than a dozen hearty postal clerks from "Super Sara" saw before "breaking out" all the mail in four hours. After sorting for three more hours and logging certified and registered mail, the sweet sounds of, "Mail call, mail call," echoed throughout the ship.

According to *Saratoga*'s crew members who work in the post office, this was the second largest mail call since deploying, but added that the record was shattered during the holiday season. ■

—Story and photo by PH2 Bruce Davis assigned to USS Saratoga *(CV 60).*

Bearings

East Coast sailors benefit from a mother's love

What started out as one mother's concern for her two sons at sea has grown into a full-blown "Adopt-a-Ship" program providing an immeasurable service to thousands of sailors serving aboard U.S. Navy ships homeported on the East Coast.

Nancy Blevins began sending gifts to her sons when they first enlisted and began serving shipboard. Blevins would send a good book or a deck of playing cards with a short note from home tucked in to make up the typical small care package. When opened, it would provide hours of enjoyment for her boys.

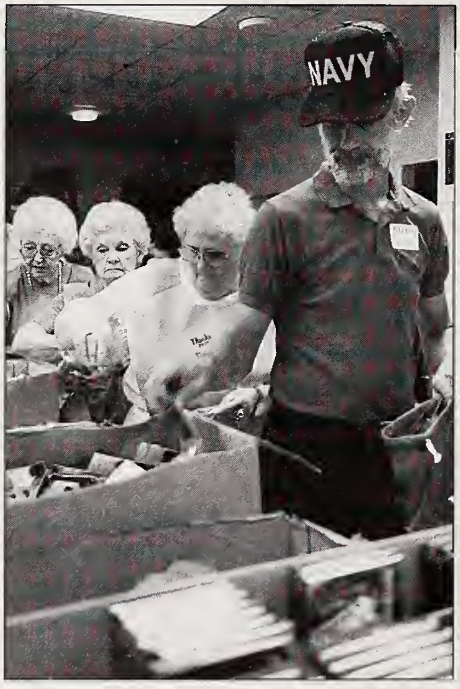
As time went on, Blevins wondered if other parents would also send little items to their sailors. She also wondered how many sailors were out there ... alone.

After receiving the letter documenting the Navy's official support of the program from Navy Recruiting District Montgomery, Ala., and the blessing of then-Chief of Naval Operations ADM Carlisle A.H. Trost, Blevins set her course full speed ahead. She got volunteers from Northern Alabama communities and found a wealth of resources from which to draw. Patriotism is alive and well in that area. Folks from Huntsville, Eva, Cullman, Decatur and several other Alabama cities jumped at the chance to support Navy men and women.

Alabama Governor Guy Hunt said in a letter to one of the program's members, "I am proud to see Alabamians involved in such a venture. It shows the world of our support. It is so important they know we haven't forgotten those who serve to protect our great nation."

That was just the beginning. Now, Adopt-a-Ship reaches out to more than 5,000 sailors aboard 11 different ships and continues to grow with each new year. Last year, Huntsville Mayor Steve Hettinger proclaimed July 21 "Adopt-a-Ship Day" for the city, urging all citizens to "support this worthwhile effort."

Huntsville's American Legion Post No. 237 hosts the packing day each year, providing a central area for all volunteers and organizations to send their donations to or provide packing services. On one packing day, more than 150 packers showed up ranging in age from five- to 80-years old, representing organizations such as the Naval and Army Reserves, Boy Scouts of America, several churches, local VFW posts, McDonald's, Burger King and Shamrock Sportsbags Corporation.



Volunteers from Northern Alabama form an assembly line to fill gift bags for U.S. sailors in the Mideast.

"Each year brings in more support," said Blevins. "These volunteers deserve all the credit. They put in an unbelievable amount of time and sweat into making this program work."

And work it does. In its ninth year, the Adopt-a-Ship program celebrated packing its 30,000th gift bag. More than 100,000 items, ranging from Bibles to travel alarms, were packed and readied for shipment to their designated ship. Each ship's commanding officer assumes responsibility for selecting the best date to distribute the "ditty bags" to his crew, whether it be Thanksgiving, Christmas or at a time when morale is low.

"We have a few qualifying guidelines that must be met before a ship is selected for the program," explained Blevins. "But once they have made the list and have been notified, no commanding officer has ever refused."

Spouse support groups from each ship become involved with Adopt-a-Ship as well. They provide the personal touch, through family videograms, various gifts and decorations, for that "touch of home."

"I've been in the Navy for 10 years now," wrote one sailor responding to Blevins about the program. "I still haven't gotten used to these long deployments away from family and friends. I'm glad there are still people around who haven't forgotten us."

According to Blevins the Middle East crisis only fuels the fire within the volunteers' hearts who support their men and women at sea.

"We want to put the word out," Blevins said, "that we are continuing to support our sailors during this time of need. We're organizing and preparing more shipments and we need all the help we can get." ■

—Story and photo by JO1(AW) Steve Hendrickson, Naval Recruiting District Montgomery, Ala., public affairs officer.

Bearings

Steve Martin visits *Wisconsin* in the gulf

Comedian Steve Martin and his actress wife Victoria Tennent recently wrapped up their USO-sponsored tour in the Middle East with a visit to the battleship USS *Wisconsin* (BB 64).

During his stay, the legendary funnyman shook hands with crew members, posed for photos, signed autographs, and of course, joked around. Martin and his wife spent the week visiting U.S., British, Irish and Scottish troops in Saudi Arabia.

"We were sitting in the air conditioning in California thinking of [the troops over there] and I felt guilty," Martin said, explaining how they came to visit the Middle East. "I thought maybe it was our job to come out. We had been thinking about it for awhile. And the USO sent a 'fax' asking me to come out to entertain, and everything just fell together."

Martin reiterated that this was not a trip to garner him media attention, nor does he want the visit to be construed as political.

"I am here for morale," Martin said. "This is not a political trip – that's a whole other issue, and I don't know enough about the issues on the current crisis to even discuss it."

Following his visits to various units, Martin had nothing but praise for the troops. "It's been fantastic. There's high morale and everyone seems very capable and very sharp. It's very impressive to see what they've done." ■

– Story by JO2 Kevin Norman assigned to USS Wisconsin *(BB 64) Public Affairs Office.*

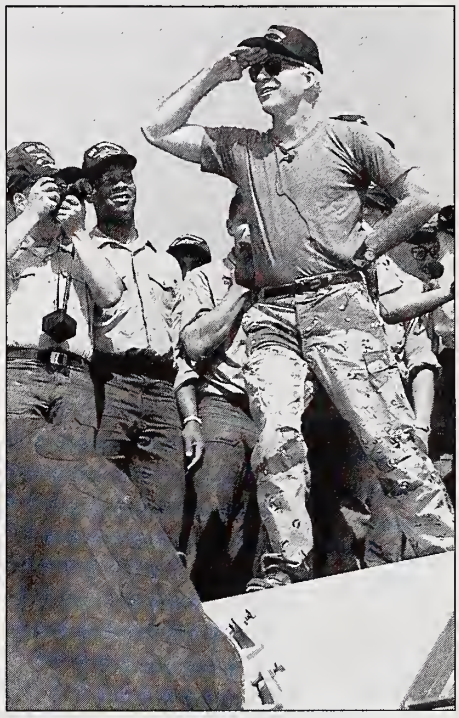


Photo by PH1 Bruce Morris

St. Thomas basketball star finds niche in the Navy

After years of playing basketball, Raymond Lettsome found an unlikely home for his journeyman skills – with the U.S. Navy.

The St. Thomas, Virgin Islands, native is now a 3rd class radioman assigned to the London headquarters of Commander in Chief, U.S. Naval Forces, Europe, and was the sole Navy representative on the U.S. inter-service basketball team which swept the 1989 Supreme Headquarters Allied Powers Europe International Tournament held in Brussels, Belgium.

Averaging more than 20 points and 10 rebounds per game, Lettsome led his team to the championship with romps over North Atlantic Treaty Organization teams from the United Kingdom, France, Belgium, Greece and Italy. The 6-foot-6-inch, 225-pound power forward's outstanding play also earned him a spot on the all-tournament team.

Lettsome's basketball career blossomed soon after high school when he went to play for Carson Newman College in Jefferson City, Tenn., where he earned All District and Honorable Mention Small College All America honors. In 1983, he took a break from school and traveled to Caracus, Venezuela, for the Pan American Games as a representative of the Virgin Islands team.

With dreams of joining the National Basketball Association someday, Lettsome found himself in Oakland, Calif., playing in pick-up games with NBA stars Chris Mullen and Joe Barry Carroll. "I had planned on playing pro ball in New Zealand, but it just didn't pan out," Lettsome remembered. "Pretty soon I got bored with what I was doing, so I decided to make some kind of a move."

That "move" was to join the Navy in 1986. The guided-missile cruiser USS *Sterett* (CG 31) in Subic Bay, Republic of the Philippines, provided him his first place of duty on the deck force as well as an opportunity to fine-tune his game. He competed in several major international tournaments while serving aboard *Sterett*, including another appearance in the Pan Am Games with the Virgin Islands team in Indianapolis in 1987. In 1988 and 1989 he was selected for the elite All-Navy Team, playing alongside NBA star ENS David Robinson.

Lettsome completed radioman "A" school shortly thereafter and received orders to CinCUSNavEur, where he is currently burning up the European courts with his skills while representing the Navy. ■

– Story by JO1 Mark Osburn assigned to Commander in Chief, U.S. Naval Forces, Europe, Public Affairs Office.

Bearings

Nimitz hosts Naval Sea Cadet Corps sailors

Life aboard a super carrier such as USS *Nimitz* (CVN 68) requires constant teamwork from crew members throughout the ship. Job descriptions aboard the aircraft carrier are numerous and varied: from aviation boatswain's mates to dental technicians. True Navy professionals need to mesh together to accomplish their common mission.

Twenty-seven young Naval Sea Cadets, ranging in age from 13 to 18, joined *Nimitz* crewmen in San Diego recently, to learn firsthand about Navy teamwork. They traveled and ate with the crew, and even worked as Navy seamen until their arrival at Puget Sound Naval Shipyard Bremerton, Wash.

Photo by JOSA James Drake

Brian Rosseau takes the helm for training on *Nimitz*.

"These young people came here to be treated like adults and learn what the Navy is about," said Yeoman 1st Class Hans W. Greene, who served as the senior enlisted escort officer for the *Nimitz* detachment of the Navy Sea Cadets. "The last thing these young people wanted was to be treated like a bunch of kids."

"I first joined the Sea Cadets, because I had to," said 16-year-old Andy Powell of Eugene, Ore. "I tried to enlist in the Navy when I was eight years old. After the recruiter said I was too young, he recommended the Sea Cadets. I was still interested in the Navy as a career, so I joined the cadets when I turned 13. Then, when I found out we could come and stay on *Nimitz* after boot camp, I was so excited that I couldn't wait."

Sea Cadets attend basic training once a year. "These cadets came to *Nimitz* straight from two weeks of basic training at Recruit Training Command San Diego," said Greene.

"I just tried to do my best while I was there," said one of the youngest cadets, 14-year-old Jamil Alston of Bainbridge Island, Wash. "I went to boot camp with some goals in mind and wound up being selected Honor Recruit."

"The cadets persevered through boot camp and arrived here with an enthusiastic desire to learn," Greene explained.

And learn they did. The cadets were taught about life on a carrier from day one. "Once we got them situated with their berthing, we hit the deck running," continued Greene. "We concentrated on classroom instruction the first few days. From the executive officer welcoming them aboard *Nimitz*, to the Marines describing a security alert, they received a thorough indoctrination."

The cadets' classroom training included instruction on damage control, engineering, electrical safety, dental hygiene, navigation and even a class about substance abuse. After familiarizing themselves with the ship and some of its main functions, the cadets were off to work. They worked in operations, deck, legal and aircraft intermediate maintenance departments.

Goal-oriented young people with a thirst for knowledge is a fitting description of *Nimitz*'s Sea Cadets. "I learned that it's important to try to get the job done right instead of just getting by," said Powell, who worked as leading petty officer for the cadets and in deck department administration while aboard *Nimitz*. "I think that's something that will help me, not only when I join the Navy, but in whatever I do."

Photo by PHAN Craig Matt

A mooring line reel gets polished by Allen Beemer.

"These guys really work hard, but they have to do it together or it doesn't work out," said 15-year-old Dale Burden, whose father, Aviation Support Equipment Technician 2nd Class David Burden, works in *Nimitz*'s AIMD. "It was pretty 'cool' where my dad works. The only drawback was that they're always doing something, and I don't like to get in my dad's path when he's in a hurry."

"I liked being here, because nobody treated me like a kid," said Dale's twin brother Perry. "It was actually easier working with my dad, because I know what he expects from me – my best effort."

Roughly translated, the cadets' visit aboard *Nimitz* was much like Caesar's invasion of the British Isles. They came, they saw, and when it came to the main objective of learning about teamwork, they conquered. But if you ask the cadets, all they'll tell you is that they had a great time. ■

– Story by JO2 Al Bloom assigned to USS Nimitz (CVN 68) Public Affairs Office.

Bearings

Navy nurse achieves second black belt in *kendo*

Inside the medieval Japanese armor it is hot. Very hot. The armor is heavy, and breathing is difficult. The armor provides protection, but it still hurts when your opponent strikes one of four main target areas — top of the head, wrist, belly, or throat — with the long bamboo *shinai* or practice sword.

In this ancient Japanese martial art, the object is to fearlessly and skillfully attack your opponent, fending off his thrusts and showing no quarter in striking one or more of the four main targets. There are ritualistic respectful bows and, within seconds, vicious attacks accompanied by shouts and yells.

LCDR Ken Rush in surgical garb at Naval Hospital Yokosuka, Japan.

The sport is called *kendo*, and one of the top-ranked foreigners in Japan is LCDR Ken Rush, operating room supervisor at U.S. Naval Hospital Yokosuka, Japan. Rush recently earned *ni-dan* status (second-degree black belt), only one of two foreigners striving for the title out of 1,000 competitors. Only 29 percent passed.

In the first step to attaining *ni-dan* status, Rush had to fight two people and be graded by a panel on fighting technique as well as appearance and fighting etiquette. After passing that phase, he performed the *kata*, a series of stylized fighting movements and became eligible to take the written test, which his wife Katsuko helped translate.

"They were very strict on grading, and the tests had to be done exactly right, or they failed people," Rush said. "I was quite surprised to pass the first time, now I have to wait two more years to compete for *san-dan* (third-degree black belt)."

Rush teaches *kendo* in Japan, and having achieved *ni-dan* status, he is eligible to teach anywhere in the world. *Kendo's* popularity has grown in Japan, and is catching on in the U.S. according to Rush. It is especially popular in France and may become an Olympic trial sport like karate did several years ago. "There are world championships all over the world," notes Rush. "My goal is to one day compete in one of those."

Kendo began as a sport of the samurai warriors in feudal Japan several hundred years ago. The samurai would practice with real swords, but too many became injured, often fatally wounded by the razor-sharp swords. They began to wear body armor and to pad their swords. Eventually, they used the bamboo *shinai*, wear full body armor and incorporated formal, ritual etiquette. *Kendo*, considered the oldest of the Japanese martial arts, was born.

The American found it relatively easy to pursue the sport in Japan. "The people are very supportive, very friendly, and very eager to help," he said. "Classes are offered on base, or [you] can get into one of the local *kendo* schools," or you can come to Rush for help.

Rush recently had the opportunity to go on temporary assignment to Okinawa. Luckily, he brought his armor with him and fought some fifth, sixth and seventh level black belts during his free time, he said, appreciating the chance to learn from the masters: "It's like chess — you're always learning more.

"It is a form of aerobic exercise, and good self-discipline, both physical and mental," he said, extolling the continued benefits of staying in shape.

Inside the hot, heavy medieval armor each movement is dictated by formal etiquette and the movements of opponents. Each attack is a combination of quick defense and no-holds-barred offense, punctuated by grunts and war yelps. The battle requires maximum confidence, skill, concentration, strength and control to survive. Rush has not only survived, but has advanced in this ancient sport of the samurai. ■

Photo by PH2 Bruce Davis

LCDR Ken Rush (left) sizes up an opponent during a Japanese *kendo* match.

— Story and photo by Bill Doughty, public affairs officer for U.S. Naval Hospital Yokosuka, Japan.

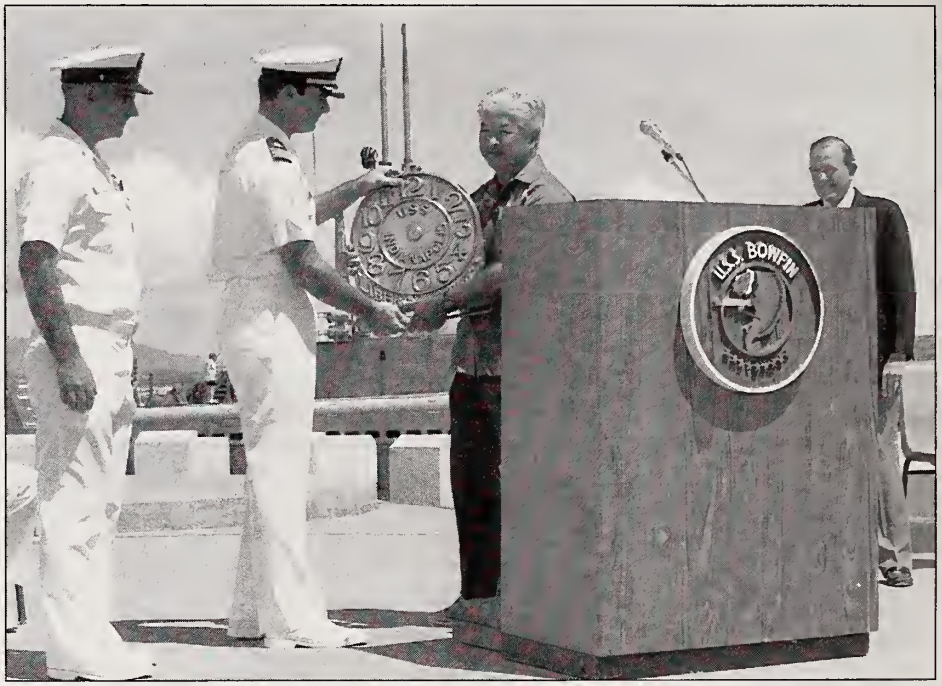
Bearings

"Liberty Expires" clock donated to USS *Indianapolis*

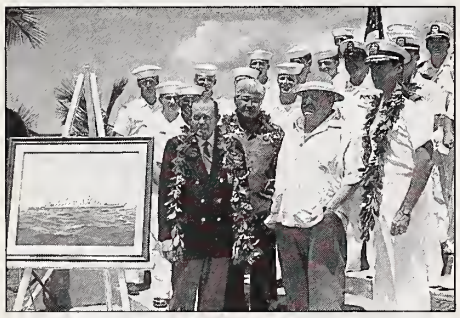
Possibly the last remaining object from the World War II heavy cruiser USS *Indianapolis* (CA 35), a "Liberty Expires" clock, was donated recently to the crew of the fast attack submarine USS *Indianapolis* (SSN 697).

Hawaiian resident Clarence Chow donated the clock from the historic *Indianapolis* to what he termed, "the right party." Chow bought the 32-pound bronze timepiece for three dollars at a garage sale in the 1960s, and during the past 25 years was approached by museums and other organizations with offers to buy the clock for substantially more than he paid for it.

With the donation of the clock to *Indianapolis*, Chow said he never felt he had the right to sell the clock to just anybody – "I'm glad the right party came along."



Clarence Chow presents a "Liberty Expires" clock from USS *Indianapolis* (CA 35) to CDR Thomas Gorman Jr. and EMCM(SS) David L. Atkins, while Kimo McVay watches in backgound.



Left to right: Kimo McVay, Clarence Chow, William Conrad, CDR Thomas Gorman Jr., and the crew of USS *Indianapolis* (SSN 697) gather to honor the ill-fated cruiser.

The cruiser *Indianapolis* delivered uranium and other parts for the atomic bombs used on Hiroshima and Nagasaki to the Pacific island of Tinian, July 26, 1945. Two days later, *Indianapolis* was on her way to Leyte in the Philippines by way of Guam when she received two torpedoes in the starboard side. She capsized and sank in 12 minutes, allowing little more than 800 of the ship's 1,199 crew members to escape. A plane on routine patrol spotted the survivors a few days later and dropped a life raft and radio transmitter, however rescue operations were not completed until five days after the sinking in the shark-infested waters and only 316 survived the ordeal.

Chow presented the clock to CDR Thomas Gorman Jr., the commanding officer of *Indianapolis*, and Master Chief Electrician's Mate (SS) David L. Atkins, chief of the boat. The clock donation ceremony was also attended by Kimo McVay, son of the ill-fated cruiser's commanding officer, CAPT Charles B. McVay III; actor William Conrad, McVay's friend and the entire crew of the newest *Indianapolis*. ■

– Story and photos by JOSN Jason Chudy assigned to Submarine Base, Pearl Harbor, Public Affairs Office.

News Bights

The largest deployment of U.S. Navy Seabees since the Vietnam War was recently carried out when four Naval Mobile Construction Battalions arrived in the Persian Gulf to provide construction support for Navy and Marine Corps operating forces assigned there.

The Seabees' deployment to Saudi Arabia began in early August and by the end of the month, the first elements began arriving in country. The initial contingent included Seabees from Commander, Construction Battalions, U.S. Pacific Fleet — Forward Deployed, the senior Seabee command unit; and air detachments from NMCB 4 from Puerto Rico, NMCB 7 from Okinawa and NMCB 40 from Guam. An air detachment from NMCB 5 also deployed to the Persian Gulf from their homeport of Port Hueneme, Calif.

The balance of Seabees airlifted from Port Hueneme, Puerto Rico, Guam and Okinawa, arrived in the Persian Gulf in time to participate in off-loading supplies and equipment from cargo ships. This massive logistic effort, completed in less than two months, involved the movement of more than 2,400 people and nearly 40,000 tons of equipment and supplies.

The Seabees are working on many projects in the Gulf including airfield expansion, berthing facility construction, ammunition storage points, roads, military barriers and obstacles. Most work is in support of the First Marine Expeditionary Force, but projects for naval forces ashore and the U.S. Army and U.S. Air Force are also underway.

* * *

The Navy announced a limited "stop loss" action for sailors assigned to Marine Corps units in Operation *Desert Shield* and whose retirement or separation dates fall on or after Jan. 1, 1991. This follows the Corps taking simular action for Marines assigned to *Desert Shield* units.

The Navy is taking this action to preserve unit integrity for deployed Marine Corps units. Sailors assigned to Marine Corps units include those with medical, religious support and other specialties.

Stop loss authority permits the services to retain service members on active duty beyond their retirement date, release from active duty date, end of obligated service, or in the case of Reserve personnel, the completion of recall orders.

Based on an August presidential executive order, Secretary of Defense Dick Cheney granted stop loss authority to Secretary of the Navy H. Lawrence Garrett III and other service secretaries to use as needed to keep people essential to national security serving in positions and skills critical to Operation *Desert Shield*.

This is the Navy's first use of this authority.

* * *

During a routine transit of the southern Persian Gulf, the U.S. Navy command and control ship USS *Blue Ridge* (LCC 19) rescued a British sailor. The Royal Navy sailor said he had been adrift for 22 hours after falling overboard from the British minesweeper HMS *Cattistock* (M 31).

The sailor was spotted by a U.S. Marine Corps officer embarked aboard *Blue Ridge* who passed word to bridge watch standers who dispatched small boats to investigate the sighting.

Blue Ridge crewmen pulled the sailor from the warm waters of the Persian Gulf and brought him aboard. Navy medical personnel found the sailor to be in good condition after an initial medical examination.

The sailor remained aboard the forward-deployed command ship and was transferred to the British Embassy in Manama, Bahrain, when the ship returned to port.

* * *

Christopher Columbus' voyage will be celebrated at the 1992 World's Fair where the theme is "Discovery." Expo '92 takes place on an island in the harbor of Seville, Spain, from April to October 1992. Columbus departed Seville on his voyage to the new world in 1492.

The Atlantic Division, Naval Facilities Engineering Command, through an agreement with the U.S. Information Agency, will manage construction of the United States pavilion.

Captain Richard Brown, head of LantDiv's construction office in Madrid, will serve as construction manager and contracting officer. LantDiv has assembled a team of architects and engineers from Madrid and Rota, Spain, and Norfolk for the project.

USIA will operate the 76,000 square-foot, $10 million pavilion, scheduled for completion in January 1992 to allow USIA and other participants time to install the exhibits.

Usually a project of this size would take a year to design and two years to build. A contract for the foundation piling, site grading and utilities was awarded last September and work began last month. □

Mail Buoy

Wasted effort

After reading the article in the October 1990 edition of *All Hands*, concerning USS *Dwight D. Eisenhower* (CVN 69), I was impressed by the enormity of effort required to achieve this "major visual spectacle."

I was particularly impressed by the 725 sailors who stood in formation to create the five-star insignia in red, white and blue.

The article mentioned that the men stood in formation for more than two hours, which is testament to their dedication and pride in their ship. However, the public affairs office's choice of a black and white photograph wasted the time and effort of LT Ken Ross and all of the proud crewmen involved.

— LCDR John C. Loraditch
Medical Corps, USNR
New Haven, Conn.

We at All Hands *feel the efforts of LT Ross and all the crewmen who took part in this event come shining through in black and white as well. —ed.*

Bravo for badges!

I enjoyed your story, "Badge collector," in the August 1990 issue of *All Hands* magazine, about Master-at-Arms 1st Class Michael Audette's collection of police badges.

Thank you and keep up the good work all of you at *All Hands* are doing.

— SK1 Gary Taibbi, USNR
Sound Beach, N.Y.

Obvious observations

I enjoyed your October 1990 issue and articles regarding recruit training. I still remember vividly my own experiences in Company 142, Division 13, at Great Lakes in June 1979. It is true that we "old salts" believe that boot camp was harder then than it is now. In my 11 years in the Navy, I've been enlisted and now I am an officer. I've been stationed on board ship and with the Marine Corps and Navy Recruit Training. To the leadership of the Navy Recruit Training Commands and the company commanders, I'd like to offer my observations of the past several years:

1) Marine Corps drill instructors set the standard for training and leading recruits. Their's is an example not to be taken lightly.

2) Few sailors, graduating RTC, do so with long-lasting pride and esprit-de-corps in the Navy and themselves. Marines, on the other hand, are tough to live up to the history and tradition of the Marine Corps. Each Marine knows he/she is part of something special, not just another armed service.

3) Navy recruits are sorely lacking in the disciplines of military etiquette, courtesy, wear and care of the uniform, military bearing and, perhaps most important, leadership.

4) Perhaps most disheartening to this officer is the lack of consistency in leadership. Obviously, the Navy's intent is to staff the RTCs with the best senior enlisteds as CCs. Unfortunately, the high level of leadership and professionalism does not transfer with the recruits. Bad leadership after recruit training is the biggest cause of poor retention, accidents and morale and discipline problems.

In terms of entry-level training, there is no comparison between the Marine Corps and Navy. But there is no reason we could not be as good as the Marines in that arena. The Navy has just as much pride and tradition as the Corps. Working hard and working together we can make the Navy something more than just a place where many come to get a paycheck every two weeks.

— LTJG M.P. Mark Lisa
U.S. Naval Hospital
Bremerton, Wash.

Dos and don'ts

The centerfold of the November 1990 issue of *All Hands* pictures a sailor diligently searching the horizon with his binoculars. A prominent feature in this photograph is a large ring protruding from this man's left little finger.

Shipboard is a dangerous environment for fingers, but this is a precious metal inlaid invitation to disaster.

Editors of *All Hands* do a remarkable job of bringing high-tempo operations and the people behind the scenes together in order to promote greater understanding of the fleet. However, due to this safety violation, this picture would have served more value in a safety "dos and don'ts" column.

— CDR P.S. Blackwood
OIC FASOTraGruLant
Det. Jacksonville, Fla.

The shipboard environment is a dangerous place for fingers, and jewelry should not be worn when working with moving machinery or electrical equipment. Our subject, ICFN Thomas Luttenegger, was doing neither. Therefore, according to the experts at the Naval Safety Center, this photograph did not *depict any safety violations. — ed.*

Reunions

• **USS J. Fred Talbott (DD 230)** — Reunion March 6-9, 1991, Charleston, S.C. Contact Bob Zveare, 714 W. Tantallon Drive, Fort Washington, Md. 20744; telephone (301) 292-2587.

• **USS Kanawha (AO 1** — Reunion March 7-9, 1991, Phoenix, Ariz. Contact George Wilder, 214 West Ruth Ave., Phoenix, Ariz. 85021; telephone (602) 943-9549.

• **USS Higbee (DD 806)** —Reunion March 8-10, 1991, Buena Park, Calif. Contact Jimmie Huffman, 8311 San Marino Drive, Buena Park, Calif. 90620; telephone (714) 527-8026.

• **USS Stack (DD 406)** — Reunion March 12-16, 1991, Kissimmee (Orlando), Fla. Contact J.B. Lytle, 17435 W. Longlake, Alpena, Mich. 49707; telephone (517) 595-2978.

• **USS Goldcrest (AM 80) and USS Chaffinch (AM 81)** — Reunion March 17-19, 1991, Manchester, N.H. Contact Tom Gaffney, 195 Whipple St., Manchester, N.H. 03102; telephone (603) 669-5955.

• **USS Charles S. Sperry (DD 697) 1944-1974** — Reunion April 4-7, 1991, New Orleans. Contact Robert M. Irwin, 1321

Reunions

Maplewood Ave., Norfolk, Va. 23503.

• **VA 122** — Corsair College (West Campus) reunion and wake April 5, 1991, NAS Lemoore, Calif. Contact ENS Davy, Attack Squadron 122, NAS Lemoore, Calif. 93246; telephone (209) 998-3685 or Autovon 949-3685.

• **USS Colhoun (DD 801)** — Reunion April 5-7, 1991, Long Beach, Calif. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

• **USS Terry (DD 513)** — Reunion April 10-13, 1991, Norfolk. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

• **USS Alaska (CB 1)** — Reunion April 15-19, 1991, Bahamas cruise. Contact John Robertson, 5819 N. Andrews Way, Ft. Lauderdale, Fla. 33309; telephone toll-free (800) 526-8550.

• **VP/VPB 213, World War II PBM Mariner Squadron** — Reunion April 17-21, 1991, San Diego. Contact Norman H. Maffit, 14709 Carlos Circle, Rancho Murieta, Calif. 95683; telephone (916) 354-2219.

• **PBM Mariner — P5M Marlin** — Reunion April 17-21, 1991, San Diego. Contact Dr. Carl R. Ahee, 22853-B Nadine Circle, Torrance, Calif. 90505; telephone (213) 530-9859.

• **USS John Hood (DD 655)** — Reunion April 18-20, 1991, Baton Rouge, La. Contact John Snider, 5008 Lavaca Court, Midland, Texas 79701; telephone (915) 697-5309.

• **VF 42** — 50th Anniversary reunion April 25-28, 1991, Norfolk. Contact Joseph J. Fazio, 3816 Annie Lane, Virginia Beach, Va. 23452; telephone (804) 340-2430.

• **USS Raleigh (CL 7)** — Reunion April 25-28, 1991, Norfolk. Contact Glenn Nichols, 126 6th, Unit 134, Langley, Wash. 98260; telephone (206) 231-5398.

• **USS General W.A. Mann (AP 112) 1943-1966** — Reunion April 25-28, 1991, San Diego. Contact Gerald J. Bligh Jr., 10B Forest Acres Drive, Bradford, Mass. 01835; telephone (508) 521-1104.

• **USS Montpelier (CL 57/SSN 765) World War II** — Reunion April 1991, Newport News, Va. Contact Ed Ireland, 7633 Hillshire Court, Saginaw, Mich. 48603; telephone (517) 781-0716.

• **Officers of VS 21** — Reunion April 1991, San Diego. Contact LT Scott Lewis, NAS North Island, San Diego, Calif. 92135; telephone (619) 545-7080.

• **USS Wasp (CV/CVA/CVS 18) 1943-72** — Reunion May 1-5, 1991, San Diego. Contact Richard G. VanOver, 6584 Bunting Road, Orchard Park, N.Y. 14127; telephone (716) 649-9053.

• **USS Philippine Sea (CV 47)** — Plankowners reunion May 11, 1991, Boston. Contact CDR Bob Buerger, 26 Minnehaha Circle, Maitland, Fla. 32751.

• **USS Jenkins (DD/DDE 447)** — Reunion May 13-16, 1991, Charleston, S.C. Contact Harry W. Robertson, 756 Loblolly Drive, Vass, N.C. 28394; telephone (919) 245-4558.

• **USS Drexler (DD 741), USS Clinton (APA 144), USS Cresent City (APA 21) and LCS (L) 55, 56 and 114** — Reunion May 16-19, 1991, Philadelphia. Contact Gene Brick, 1304 Loper Road, Prinesville, Ore. 97754; telephone (503) 447-5422.

• **USS Gearing (DD 710)** — Reunion May 16-19, 1991, Charleston, S.C. Contact Robert J. Witkowski, 2812 Barkley Ave., Bronx, N.Y. 10465; telephone (212) 824-3733.

• **Destroyer Division 59: USS Dupont (DD 152), USS Bernadou (DD 153), USS Ellis (DD 154), USS Cole (DD 155), and USS Dallas (DD 199)** — Reunion May 23-26, 1991. Contact R.K. Prouty, 335 Main St., Spencer, Mass. 01562; telephone (508) 885-2894.

• **USS Luce (DLG 7)** — Reunion May 24-27, 1991, location pending. Contact R.E. Ackerman, 4511 Elite Drive, Orlando, Fla. 32822; telephone (407) 275-0990.

• **USS Alhena (AKA 9)** — Reunion May 30-June 1, 1991, New Orleans. Contact Clyde R. Meyers Jr., 805 Marion Drive, Denham Springs, La. 70726; telephone (504) 664-4786.

• **USS Augusta (CA 31)** — Reunion May 30-June 2, 1991, Colorado Springs, Colo. Contact E.L. Dixon, 1075-275 Space Park Highway, Mountain View, Calif. 94043; telephone (415) 968-5172.

• **NAS Corpus Christi, Texas 1963-68** — Reunion May 1991. Contact Cidney (Hagerman) Engberg, 1817 N. Summit St., Wheaton, Ill. 60187; telephone (708) 690-8517.

• **USS Bunch (DE 694/APD 79)** — Reunion May 1991, Norfolk. Contact David L. Hibbs Sr., 706 Hartman Ave., Hanover, Pa. 17331; telephone (717) 637-7723.

• **USS Karnes (APA 175) and 7th Beach Battalion** — Reunion May 1991, Norfolk. Contact J.E. Shoulars, 1901 Paddock Road, Norfolk, Va. 23518; telephone (804) 853-4061.

• **USS Pavlic (APD 70)** — Reunion proposed May or September 1991, Nashville, Tenn. Contact Arlyn Brockmeyer, 1224 N. 6th St., Manchester, Iowa 52057; telephone (319) 927-4523.

•**USS Reuben James (DE 153)** — Reunion proposed May 1991, San Diego. Contact John B. Lampe, 121 Lucas Drive, Bordentown, N.J. 08505; telephone (609) 298-7293.

•**USS Yukon (AF 9) World War II** — Reunion proposed May 1991, Springfield, MO. Contact George J. Cox Jr., 7 Bugle Court, Howell, N.J. 07731; telephone (201) 363-7794.

• **USS LST 398** — Reunion proposed May 1991, Tulsa, Okla. Contact Frank Buzz Sawyer, 5948 E. 24th St., Tulsa, Okla. 74114; telephone (918) 838-0555.

• **USS Parle (DE 708)** — Reunion proposed, Newport, R.I. Contact C. Thacher, 16 Ellendale Road South, Attleboro, Mass. 02703; telephone (508) 399-7203

• **USS Half Moon (AVP 26)** — Reunion proposed. Contact Rodney Peterson, 116 East Locust St., Duluth, Minn. 55811; telephone (218) 727-7540.

• **VP 861** — Reunion proposed. Contact Jope D'Auteuil, 2312 Page Court, Virginia Beach, Va. 23451; telephone (804) 496-1918.

• **USS Jack C. Robinson (APD 72)** — Reunion proposed. Contact James A. Blair, Route 3, Box 89, Tellico Plains, Tenn. 37385; telephone (615) 253-2404.

• **USNMCB 7** — Reunion proposed. Contact H.E. Olson, 7524 Major Ave. North, Brooklyn Park, Minn. 55443; telephone (612) 560-9035.

• **USS Kearsarge (CVA 33) Electricians 1954-58** — Reunion proposed. Contact Kenneth McDaniel, 301 East Drive, Oak Ridge, Tenn. 37830; telephone (615) 482-4302.

•**USS Richard B. Anderson (DD 786)** — Reunion proposed. Contact Joseph W. Kirchner, 215 E. Federal St., Baltimore, Md. 21202; telephone (301) 685-3010.

•**USS McCloy (FF 1038)** — Reunion proposed. Contact Ric Oates, 5314 Todd Blvd., Mobile, Ala. 36619; telephone (205) 443-5600.

• **USS Leonis (AK 128)** — Reunion proposed. Contact Gilbert Sandler, 6104 Westcliff Drive, Baltimore, Md. 21209.

• **USS Cone (DD 866) 1967-68 WestPac Cruise** — Reunion proposed. Contact E.W. Johns, P.O. Box 726, Kenedy, Texas 78119.

ALL HANDS Photo Contest

The *All Hands* Photo Contest is open to all active duty, Reserve and civilian Navy personnel in two categories: professional and amateur. The professional category includes Navy photographer's mates, journalists, officers and civilians working in photography or public affairs.

All entries must be Navy related. Photos need not be taken in the calendar year of the contest.

Professional competition includes single-image feature picture and picture story (three or more photos on a single theme) in black-and-white print, and color print or color transparency. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

Amateurs may enter single-image color print or color transparencies only.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views.

Minimum size for each single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three, black 11-inch by 14-inch mount boards taped together, excluding photo stories entered as transparencies.

Please use the entry form below and include the title of the photograph and complete cutline information on a separate piece of paper taped to the back of the photo or slide mount.

Certificates will be awarded to 1st, 2nd and 3rd place winners in each of the five groups. Ten honorable mentions will also be awarded certificates. Winning photographs will be featured in *All Hands* magazine.

Entries will not be returned to the photographer.

For more information about the *All Hands* Photo Contest, contact PH1(AC) Scott M. Allen or JOCS Bob Rucker at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1991.

For each entry, please indicate in which category and group you are entering the photograph. Attach a completed copy of this form to your entry.

Single-image feature

- ☐ Black-and-white print
- ☐ Color print or transparencies (Prof.)
- ☐ Color print or transparencies (amateur)

Photo story

- ☐ Black-and-white
- ☐ Color print or transparencies

Name: _____

Rate/rank: _____

Command: _____

Address: _____

_____

Phone: _____

Send entries to:
All Hands magazine Photo Contest
Navy Internal Relations Activity
601 N. Fairfax St., Suite 230
Alexandria, Va. 22314-2007

The new *Aegis* destroyer USS *Arleigh Burke* (DDG 51), billed as the Navy's ship for the 21st century, begins a series of sea trials in the North Atlantic. Photo courtesy of Bath Iron Works, Bath, Maine.

Desert Shield becomes *Desert Storm*

"Once again our Navy is responding to our commander in chief's call to arms. The American sailor's courage and bravery are a cherished part of our nation's honor and heritage. I am certain this generation of young Americans serving in our Navy will add their chapter to this distinguished history.

"In our democracy, there are and always have been, some who oppose our country's going to war, but all are in full support of those serving in the armed forces. As the President and Congress have stated, you will be provided whatever is needed to get the job done.

"To those of you in harm's way, be certain you have the full support and resources of all of us in the Navy. We admire and respect your courage and dedication to your duty and to your country. Our prayers for your safety and strength of courage go with you. We are dedicated to take care of your loved ones. Get the job done so we can get you home.

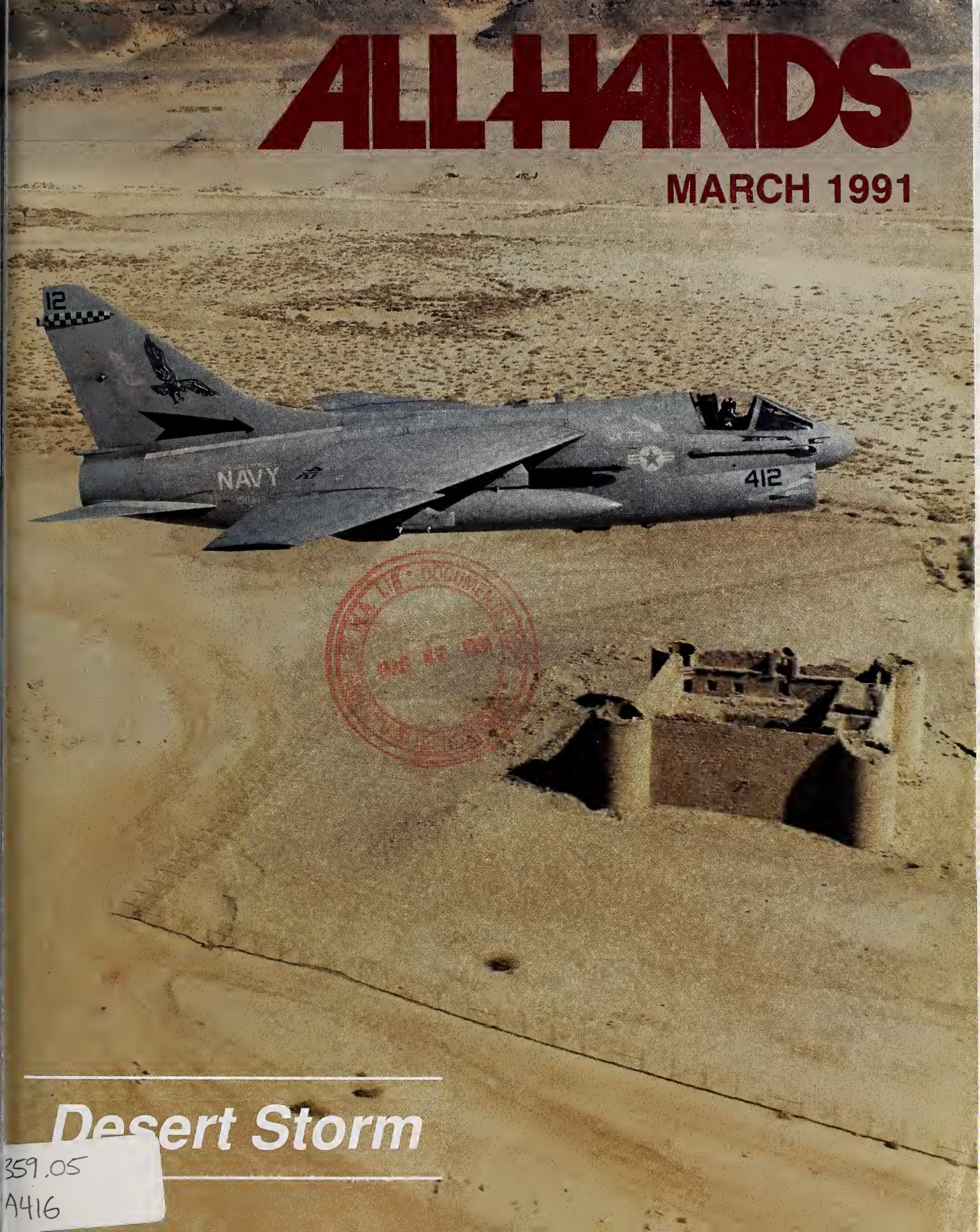
"To our Navy family members, be assured that our promises of care and assistance will be backed by deeds. The entire chain of command and our family services network are available to support you for the duration.

"Let none of us rest until peace and stability are restored."

-- ADM Frank B. Kelso II
Chief of Naval Operations

ALL HANDS

MARCH 1991



Desert Storm

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An aircraft handler directs a *Harrier* on the deck of USS *Nassau* (LHA 4). Photo by PH1(AC) Scott M. Allen.

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ALL HANDS

MAGAZINE OF THE U.S. NAVY
MARCH 1991– NUMBER 888
68th YEAR OF PUBLICATION

Photo by PH1(AC) Scott M. Allen

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Front cover: An A-7E from Attack Squadron 72 conducts low-level training over the Saudi Arabian desert. VA-72 is attached to Carrier Air Wing 3 embarked on board USS *John F. Kennedy* and deployed to the Persian Gulf. See story on Page 4. Photo by CDR John Leenhouts.

Back cover: A mechanized landing craft brings a tank ashore at Tok Sok Ri beach near Pohang, Republic of Korea. See story on Page 26. Photo by PH1 Ted Salois.

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News You Can Use

Personnel Matters

Changes announced in the advancement process

Sailors participating in future advancement exams should benefit from recent changes to the competition "points" system.

Effective Sept. 30, 1991, the points awarded for a degree earned while on active duty will become a permanent part of an individual's record. Under the old rule, the points could be used only once, and the choice of when to use them was up to the individual.

With this change, a bachelor's degree or higher is worth two competition points, while an associate's degree counts as one point. The maximum point level for educational achievement is two points. For more information see your educational services officer.

In a related change, points earned for awards, for service overseas and letters of commendation signed by flag officers also become permanent and are used for all subsequent exam cycles effective immediately. NavOp 044/90 has details.

The Command Advancement Program, which permits commands to meritoriously advance deserving sailors on sea duty, has also been changed. The previous requirement for 30 consecutive days of continuous sea pay or a specified length of deployment for sailors assigned to sea duty (type 2, 4 or 8) has been deleted. This change permits deserving individuals to be considered by their commanding officers for promotion independent of their command's particular schedule.

Further information on the CAP program is contained in NavAdmin 044/90. □

Federal tax return publication

The Internal Revenue Service has a free publication for members of the armed forces dealing with federal tax returns titled, *Publication 3, Tax Information for Military Personnel.*

Issues discussed include basic pay, reenlistment bonuses, and aviation and hazardous duty pay. The publication also addresses living allowances, family allowances, moving and travel expenses, dependency exemptions, sale of a home and itemized deductions.

This publication can be obtained through your nearest U.S. Embassy or Consulate, or by writing to the Internal Revenue Service, Forms Distribution Center, P.O. Box 25866, Richmond, Va., 23289.

According to the IRS, in order to file an income tax return for a service member in Saudi Arabia, a general power of attorney must state that permission has been given by the service member allowing someone else to complete his or her taxes. Contact the IRS for more information. □

Desert Storm song

The U.S. Navy Band in Washington, D.C., has produced an original song titled, "We Are With You," a country/pop style song which is being distributed to broadcast outlets now serving Operation *Desert Storm* and major markets in the United States.

The song is reminiscent of the "We Are the World" hit several years ago.

For more information on distribution, contact the Navy Band public affairs office at commercial (202) 433-6090. □

Medical notes

Update for sailors using civilian health care

Sailors who must use civilian medical or dental care in the United States must now submit claims for payment to the Naval Office of Medical/Dental Affairs at Great Lakes, Ill., rather than one of the six regional Medical/Dental Affairs Offices previously required.

The claims include emergency treatment or care required while on leave, under travel orders or serving in locations where no military medical treatment facility is available.

Navy Bureau of Medicine and Surgery advises that sailors get prior approval for routine civilian treatment from the Office of Medical/Dental Affairs, unless the parent command has blanket approval authority, or the care was for emergency treatment.

Sailors must submit their bills with a statement of the treatment received on a NavMed form 6320/10, available at all medical treatment facilities or medical departments on ships as soon as possible.

The Navy has to return 20 percent of the 600 claims it receives each day, because they lack complete information, no form 6320/10 has been submitted or signed or there is no physician's statement on the care they received.

Make sure the claim package is complete. The payment of the bill is the personal responsibility of the service member until the Office of Medical and Dental Affairs approves the payment. □

LDO/CWOs provide technical support to the fleet

The Limited Duty Officer and Chief Warrant Officer programs serve the Navy's requirement to obtain active-duty officers who are technical managers and specialists. Both programs provide opportunities for outstanding senior enlisted men and women, without a college degree, to compete for a commissiom.

The LDO category was established under the Officer's Personnel Act of 1947 to provide a path of advancement for outstanding CWOs and E-6s through E-8s in broad technical fields associated with their previous rating groups or warrant designators. The LDO program provides officers to the fleet who perform in progressive technical management positions requiring a technical background not attainable by normal development of officers.

The CWO community, which has historically been the natural extension of the senior enlisted career path, provides the Navy with a vital and invaluable form of leadership. CWOs are officer technical specialists, qualified by performance and experience, who possess the expertise and authority to direct the most difficult and exacting operations in a given occupational area. The CWO has provided this expertise for more than 200 years.

Deadline for LDO and CWO applications for FY93 is Aug. 1, 1991. See NavMilPersComInst 1131.1 series for additional information. □

Savings Bonds pay

If you are already buying U.S. Savings Bonds, ask yourself if you should buy more each pay period.

Current interest rates on savings bonds can be obtained by calling toll-free 1-800-US-BONDS. □

The early days of WAR

Thunder and lightning for Desert Storm

By LTJG John Wallach

In the pre-dawn darkness of the Persian Gulf Jan. 17, little more than 18 hours after the passing of the U.N.-imposed deadline for Iraq to withdraw from Kuwait, a moonless, overcast sky provided the perfect backdrop for what has been called one of the most extensive and carefully-planned air attacks in history.

While most Americans sat down to dinner and most Iraqis slept, the first wave of U.S. and allied warplanes, laden with ordnance and spare fuel tanks, lifted off from air bases and aircraft carriers throughout the Persian Gulf region. Meanwhile, on Middle East waters, sea-launched *Tomahawk* cruise missiles rocketed from Navy ships and streaked toward pre-programmed military targets in Iraq and Iraqi-occupied Kuwait.

The intricately-planned attack that transformed a shield into a storm was undertaken by forces from the United States and four other countries from the allied coalition. According to DoD officials, the massive assault was designed to limit civilian and U.S. military casualties while crippling Iraqi President Saddam Hussein's most dangerous offensive threats — his *Scud* missile sites, chemical weapons facilities and a budding nuclear weapons capability.

U.S. Navy photo

The *Tomahawk* cruise missile is just one of the Navy's high-tech weapons in the Gulf.

"Our objectives are clear," President Bush explained in his address to the nation as the first wave of the attack was in progress. "Saddam Hussein's forces will leave Kuwait. The legitimate government of Kuwait will be restored to its rightful place, and Kuwait will once again be free."

To accomplish these objectives, U.S. military leaders at home and abroad orchestrated a detailed and complex first-wave assault for the inception of Operation *Desert Storm*. The aerial chess game that ensued incorporated a broad array of U.S. and allied warplanes and weapons systems, each dedicated to a mission vital to the success of the operation.

Navy E-2C *Hawkeyes* and Air Force E-3A AWACs command and control planes patrolled the desert skies to provide airborne early warning support, while Navy EA-6B *Prowler* and Air Force F-4G *Wild Weasel* aircraft used powerful onboard electronic countermeasures equipment to jam and decoy Iraqi radar, data links and communications networks. Navy F-14 *Tomcats*, Marine Corps F/A-18 *Hornets* and Air Force F-15C *Eagles* served as fighter escorts and provided air cover for attack and bomber aircraft.

Throughout Iraq and Kuwait, U.S. and allied attack jets and bombers pounded key Iraqi military targets, skillfully evading an Iraqi air defense network that was apparently taken completely by surprise. Navy and Marine Corps F/A-18s and Navy A-6 *Intruder* and A-7 *Corsair* attack jets teamed up with their counterparts from the U.S., British, Saudi Arabian, French and Kuwaiti air forces to ignite a firestorm in and around command and control headquarters, *Scud* missile launching and storage facilities, key communications centers and encampments of Saddam Hussein's elite Republican Guard.

Meanwhile, Navy warships, including the battleships USS *Wisconsin* (BB 64) and USS *Missouri* (BB 63), fired salvos from their arsenals of *Tomahawk* cruise missiles at targets which military leaders determined could be attacked more effectively by unmanned weapons systems. According

to DoD officials, more than 100 of the missiles were launched during the initial stage of *Desert Storm*.

The impressive performance of the *Tomahawk*, making its maiden voyage in an operational situation, drew a very satisfied reaction from U.S. military leaders, including the Chairman of the Joint Chiefs of Staff Army General Colin Powell who said, "I'm extremely pleased with the effectiveness of the cruise missiles."

The scope of the air assault during the early days of the war was monumental. In a Jan. 18 news briefing in Riyadh, Saudi Arabia, Army Gen. H. Norman Schwarzkopf, commander of allied forces in the Gulf, said air forces from the coalition were flying nearly 2,000 sorties each day, with more than 80 percent of the aircraft successfully engaging their targets.

Schwarzkopf said the campaign was going according to plan and praised the men and women participating in the operation, saying, "The courage and the professionalism that's been exhibited by all of the people involved in this campaign in the last 36 hours is nothing short of inspirational."

Despite the seemingly tireless tempo of the air attack, coalition casualties during the initial days were remarkably light. Although coalition forces flew thousands of sorties, only seven aircraft were lost in the first 36 hours — one Navy F/A-18, one A-6, one Air Force F-15, one Kuwaiti F-4 and two British GR-1 *Tornados*.

The apparent success of the initial allied raids, coupled with the questionable and somewhat surprising performance of Iraqi air defense systems and lack of retaliatory strikes, brought euphoria to much of the American population. But U.S. military and political leaders viewed the unfolding events with guarded optimism, emphasizing that the war was in its very early stages and urging the news media to be cautious when reporting on the perceived success of the operation.

Photo by PH1(AC) Scott M. Allen

Life at sea in wartime. With dozens of ships on station and thousands of sailors determined to beat back the invading army, the battle for air supremacy over Iraq and Kuwait was joined swiftly and forcefully in the early morning hours of Jan. 17.

"While we feel very good about the progress to date, it is important, I think, for everyone to be careful about claiming victory or making assumptions about the ultimate cost of this operation in terms of casualties," Defense Secretary Dick Cheney explained at a Jan. 17 Pentagon news briefing. "This is very serious business."

It was serious business indeed. Secretary Cheney's warning rang true less than 12 hours later, when Iraq launched seven *Scud* missiles against Israel in what military analysts speculated was an attempt to break up the Arab contingent of the coalition arrayed against Saddam Hussein. The volley of what is considered Iraq's only strategic weapon peppered Israel's Mediterranean coast but caused only minor damage in Haifa and the capital, Tel Aviv. One other *Scud* was fired against Dhahran, Saudi Arabia, but was successfully intercepted by a U.S. Army *Patriot* missile in that defense system's operational debut.

In a war in which the initial stages were so much a tapestry of different feelings, opinions and emotions, the common thread was one of pride in the men and women of the U.S. military. From the President in the White House to the farmer in an Ohio cornfield to the executive on Wall Street, the respect and admiration for our sailors, soldiers, airmen and Marines fighting in Operation *Desert Storm* shone through the scattered anti-war protests and demonstrations.

"To those of you in harm's way, be certain you have the full support and resources of all of us in the Navy," said Chief of Naval Operations ADM Frank B. Kelso II. "We admire and respect your courage and dedication to your duty and to your country. Our prayers for your safety and strength of courage go with you. We are dedicated to take care of your loved ones. Get the job done so we can get you home." □

Wallach is director, Print Media Division, Navy Internal Relations Activity.

Photo by PH1(AC) Scott M. Allen

Desert Storm's hard rain

Air attack signals beginning of Gulf war.

The moonless night was filled with the high-pitched wail of jet engines. Flight deck crews waved illuminated wands to direct their path, like so many blue, yellow and green fireflies. The stench of aviation fuel assaulted the nostrils. The deck rumbled, and the air seemed momentarily sucked dry of oxygen as each jet was catapulted into the sky.

It was a routine honed over thousands of practice missions with one exception — this was the real thing. Hundreds of men crowded the flight deck of USS *John F. Kennedy* (CV 67) to watch 41 planes take off for combat.

When they were all gone and the flight deck looked empty and lonesome, a single aviation boatswain's mate expressed his elation with a carrier "high-five" — a circular wave of the yellow wands in his hands, twirling so quickly that they left a trail of light behind them.

It was their first mission attacking airfields on the periphery of Western Iraq. Several hours later, all the jets and pilots returned to *Kennedy* intact.

At 2:57 p.m., Jan. 16, RADM Riley D. Mixson announced that President Bush had ordered an attack on Iraq to commence shortly after midnight. At 1:20 a.m., the fighter and attack jets of *Kennedy* would be launched. The task that some had been training a lifetime to do was at hand, he said.

"You've trained hard, you're ready," he said matter-of-factly. "Now, let's execute. For the air crews, we're all very proud of you. I wish you good hunting and Godspeed. God bless us all."

In one of *Kennedy*'s mess decks, where tables would soon be pushed aside to make room for missiles and bombs, sailors whooped in delight and leapt from their chairs to slap hands with each other. "I'm really happy," said Fireman Roger Needham. "The sooner we get it over with, the sooner we go home."

In the hangar bay, Airman Apprentice Devon Morales, wearing the red shirt and vest that denotes an aviation ordnanceman, wheeled cluster and anti-tank bombs between sleeping jets. "We're pumped," he said. "It's

A yellow shirt on USS *Nassau* (LHA 4) gives the ready-to-launch signal as a Marine Corps *Harrier* pilot takes off the ship's deck.

a great feeling. Everyone wants to be a red shirt now. We're where the excitement is. I took pictures of the bombs to show my kids and grandkids," he added, throwing back his head in a hearty laugh. "It's a great feeling."

Around the carrier, reactions ranged from the predominant mood of glee to introspective regret.

Aviation Machinist's Mate Airman Sheldon Quinn, a plane captain responsible for maintaining the A-6E *Intruder* medium attack bombers, bowed his head and prayed when he heard the news. "I think it's real sad," he said. "We don't have to go to war."

The single most common sentiment was relief. The words "finally" and "let's get it over with" rang through the carrier. LT Joe Marx was sitting in the dentist's chair getting a crown when the announcement echoed through the ship.

"We [the dentist and Marx] looked at each other, and just sighed," he said. "It was OK. We finally have an answer to what's going to happen. The last five months have been an emotional roller coaster."

But the pilots who lounged around in their mess quarters, drinking coffee and iced tea, accepting cigars thrown at them by other officers or eating dinner, were the picture of calm. "I have a sense of relief," said Dave, an F-14 fighter pilot who did not want his last name published. "This waiting is over. I haven't had time to worry yet. I guess I will, sometime."

Dave said no pilots harbored any doubt about their mission. "Everyone really believes in this one," he said. "There are no second thoughts. The rhetoric out of Iraq gets everyone spooled up. We can't believe he wants us to believe what he's saying, but we're more worried about what equipment he has, and how to take it down."

With just five hours to go before takeoff, Dave said he planned to write letters to his wife and parents.

Sitting through the night surveying the scene, CAPT John P. Gay, *Kennedy*'s commanding officer, glanced at the closed-circuit television screen before him showing close-ups of the deck operations. For days he had been telling his crew this was a somber moment in history. The evening before the operation began, he said he had walked around to shake hands with some of the pilots.

"I gave 'em a pat and said, 'Go do your jobs, guys,'" he said. "They're pretty pumped up. The butterflies are gone. Flying out, the pilots sounded almost casual as they cleared the carrier deck and radioed back, 'airborne.'"

Gay sounded torn between pride at his men's performance and regret that they had to do it.

"These kids down here on the deck did a great job getting this launch off. That's their whole focus on things. Their job is to get airplanes in the "cat" and get 'em in the air. They know that went well, and they're pleased with themselves. They should be. You know, there are children down there. Those guys with the wands are 20 years old.

"Entering into a war is not a game," he said. "I take no delight that it ended up having to come to this. There are going to be terrorist acts. A lot of innocent people are going to be killed. There are going to be a lot of innocent people in Iraq killed. That's the reality of war, and I wish it weren't so."

Even as the pilots were starting to return in the pre-dawn hours, sounding like 1,000 thunderstorms as they roared onto the deck, the ship's newspaper, "The Bird Farm Bulletin" was scooping the world, apparently the first newspaper to publish news of the air strike. "At last" was the headline.

The pilots returning from the nearly 90 sorties flown said Iraq's air defenses appeared overwhelmed by the number of airplanes bombing them. Preliminary intelligence reports indicated substantial damage, they said.

Mixson said the group's primary role was to destroy Iraq's air defense capabilities around Baghdad and in Western Iraq – concentrating on runways, hangars and surface-to-air missiles. *Scud* missile launchers in

Below: Marine Corps F/A-18 *Hornets* wait for the call to arms at a Saudi Arabian air base prior to the start of hostilities in the Middle East.

Photo by PH1(AC) Scott M. Allen

An F/A-18 *Hornet* passes over its missile's vapor trail shortly after firing at a target somewhere below.

Western Iraq were targeted by squadrons from elsewhere, he said.

In discussing the attack on Iraq using more than 1,700 allied aircraft stationed throughout the Arabian peninsula, Mixson said, "It was probably the most ambitious joint effort we've had in our history. I think it went very well."

Pilots on *Kennedy* said Iraqi jet fighters were avoiding confrontations. Its ground-to-air missiles were basically ineffective and American fliers easily evaded the anti-aircraft fire making up the bulk of Iraq's defense.

One group of MiG-21 jet fighters zoomed back and forth between two sets of attacking aircraft during one bombing run, according to CDR John Leenhouts, executive officer of an A-7 squadron.

"It was a confused evolution, racing back and forth. In some cases I don't think they had a very clear picture of exactly who was out there. We expected them to have their fighter aircraft more regimented, more uniform in their attacks, but they were truly random," he said.

Pilots who flew a daytime strike against an airfield in Southwestern Iraq said a group of MiGs stayed 40 or 50 miles away, falling back each time the American group advanced.

"I don't think they wanted to die," said an F-14 fighter pilot who wanted to be identified by his call sign "Rake".

"I flew directly over the airfield we were bombing and there was nobody there. You would think they would have a change of heart when you bomb the airfield they took off from, and you do it with impunity. You would imagine sooner or later they would come back to attack you, but they just stayed away," he said.

Rake said he saw two hangars blow up and a large explosion of what was apparently an oil pumping station. The communication center at the base was also a target. More exact descriptions are not allowed under military guidelines.

The planes leaving *Kennedy* were heavily laden with High Speed Anti-radar Missiles used to knock out Soviet-built surface-to-air missile systems. Some returned unfired, and pilots said they did not face the expected threat from SAMs.

"We expected them to use their SAMs in a much more capable manner. In reality, they didn't use them to any degree whatsoever," Leenhouts said.

The pilots said the only difficulty they faced was the mesmerizing effect of the heavy anti-aircraft fire, which is considered ineffective over 10,000 feet where most of the A-7 and F-14 jet fighters stay. Some A-6 medium bombers have to plunge near that level to deliver their loads, but a Vietnam-era lesson learned is not to try to fly through the 37mm shells and other small-arms fire.

"It was an overwhelming amount. ... It spread over an enormous area of part of Western Iraq. ... It looked like the fireworks display at Disney World multiplied by 100," said Leenhouts.

The lack of expected danger did not ease the jitters for the pilots, many flying their first combat mission.

LT John Klas said his butterflies started with the mid-afternoon announcement and did not stop until he returned to the ship. Especially nervous moments came when the indicator light in the F-14 cockpit went on warning him he was being tracked by a missile radar system, but none were fired at him.

"The butterflies in my stomach never really went away. It felt like there were a dozen of them in there," said Klas.

"Once I crossed into Saudi Arabia," he said, "I was listening on the radio for all the guys to check in, I was hoping everybody made it. It was a real feeling of relief."

Rake said, "I was dry around the mouth, nervous, jittery." He said he was saying to himself, "God, please don't let me screw this up, let me get in here, and do it right, and get back in one piece."

The crew eagerly watched the in-house television monitors which broadcast the scene on the deck as the planes returned. There was lots of noise among the crew members when the first two strikes returned, the first around 6 a.m., and the second around 4 p.m.

The planes flew overhead in formation, peeling off as they came around to land.

"Empty rack A-7s. Nothing there. Bombs away," crew members yelled as they watched a bomber land, devoid of missiles.

Deck crews flocked around the pilots as they disembarked to ask them how it was.

"It's awesome. It's blue sky and you can see this little white cloud trail," said one, pushing his hand forward like a missile in flight.

"They don't know what's hitting them," said another.

"I'm glad to be home," said a third. □

Assembled from DoD press pool stories.

Tomahawks unleashed on Iraq

Story by George Rodrique and Robert Ruby

A naval task force in the Persian Gulf fired more than 45 cruise missiles against strategic targets in Iraq Jan. 17 in the opening volley of Operation *Desert Storm*.

The attack began at 1:40 a.m., Gulf time, and USS *Wisconsin* (BB 64) stood down from general quarters at 3:10 a.m. after radar failed to detect any threat to the naval task force by the Iraqi air force.

CAPT David S. Bill 3rd, commanding officer of *Wisconsin*, said cruise missiles were also fired by vessels in the Red Sea and Eastern Mediterranean in an intensive air attack.

"The *Tomahawks* are the first shots in the opening round of the war," said Bill. "The war will be a tough one. People will lose their lives. War is not fun," Bill told reporters aboard *Wisconsin* as she maneuvered for a second cruise missile barrage.

The captain said cruise missiles were targeted at the Baghdad area, but did not state which targets were to be hit by the 1,000-pound warheads.

In an address to his crew, Bill said they could take solace in the knowledge that the missiles were accurate enough to cause few casualties among innocent civilians.

From the bridge of *Wisconsin*, each cruise missile launch began with an explosive sound loud enough to require ear plugs, as if a giant metal door was being slammed shut with an immense force. For the first seconds of each missile's flight, a solid-fuel booster brightly illuminated the ship and painted a halo in the water.

The attack was the first use of cruise missiles in wartime, and the first combat for *Wisconsin* since the Korean War. The battleship was modified and recommissioned in 1988. Her strike force coordinators headed tactical planning for all cruise missile ships in the Persian Gulf.

Not all ships were identified by naval authorities, but within sight of *Wisconsin*, missiles could be seen rising, like giant flares, from *Wisconsin*'s sister battleship, USS *Missouri* (BB 63), from the guided missile destroyer USS *Paul F. Foster* (DD 964) and from the cruiser USS *Bunker Hill* (CG 52).

Many of *Wisconsin*'s crew members cheered loudly at finally firing their *Tomahawks*, which were originally designed to carry nuclear warheads. "I wonder how Saddam Hussein's going to feel when he wakes up to this," said one crew member on *Wisconsin*'s darkened bridge, as he watched the 12th *Tomahawk* twist toward Baghdad.

Interior Communications Electrician Fireman Eric McCoy said he regretted any harm to Iraqi civilians, "But their leader is the one who decided their fate."

Though the cruise missile's 1,000-pound warhead is fairly small by comparison to the payloads of modern bombers, it has the advantage of being fast, hard to detect or shoot down and immune to nervousness. More importantly, it's a robot. It can attack targets that might be deemed too dangerous for human pilots.

Bill gave the crew advance notice of the attack late Wednesday afternoon, several minutes after the crew completed one of the vessel's most intensive general quarters drills since arriving in the Gulf.

Bill said he received a cable from VADM Stanley R. Arthur, commander of naval forces in the Gulf. He read the message to the ship's 1,500-man crew:

"The next few days will set the course of the world for decades to come. If we must fight, we will. If we can restore freedom to Kuwait without a fight, we will. For you and I, the choice is not ours to make. ... Now is the time to ensure that the final checks are made. Reach inside and put the all-too-normal fear to bed and replace it with calm, cool, collected thought. War is won by those who can think best and make the fewest mistakes. ... Good hunting, and Godspeed."

Bill's remarks were similarly terse.

"Gents, from all indications that I am getting, we have a very large potential to go to war this evening. That order has not been given, but barring any last-minute breaks in the diplomatic scene, which I do not expect, my best guess is that we will launch *Tomahawk* missiles north toward Iraq sometime on the midwatch tonight. ... What I want you to do now, having gone through our last drill, is to get some rest and be ready. We need to be flexible. We need to use our heads. We need to respond to whatever happens. Gentlemen, we are ready. ... I know that we all can count on you."

The captain's announcement was greeted by cheers, especially on the enlisted men's mess deck. But for several sailors joy was quickly overtaken by a more somber mood.

"It's better than just sitting here," said Mess Managemement Specialist 3rd Class Patrick Dunn. "This waiting is hard. It is stressful on the brain."

Disbursing Clerk 2nd Class Stephen Crim said everyone in his section of the ship cheered loudly. "It just brought morale straight up," he said. "We have been here for five and a half months and everyone has been asking, 'When are we going to do something.' People felt good that we finally were going to shoot." □

Rodrique and Ruby are civilian journalists assigned to the DoD press pool.

Let the Navy give you a BOOST

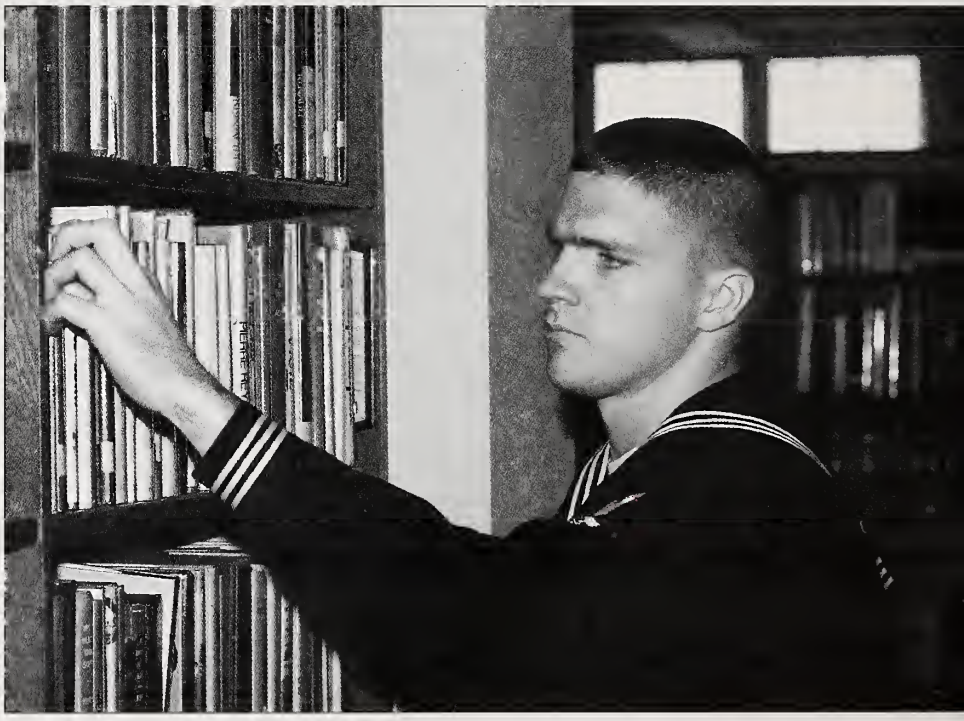
Gaining a leg up on the competition

Story by Jan Kemp Brandon, photos by PH2 Kenneth Robinson

College for some people is a given, for others it's not an option. Financial shortcomings or poor grade point averages are among the main reasons for keeping someone from obtaining a higher education. But, you've heard it said, "Where there's a will, there's a way." One way for active-duty sailors and Marines since 1969 has been through the Navy's Broadened Opportunity for Officer Selection and Training program.

BOOST is an upward mobility program for active-duty Navy personnel, naval reservists and civilian high school graduates, whose academic skills and credentials need improvement to be selected for a program leading to a Navy commission. It is also an important part of the Navy's affirmative action plan. "BOOST gives individuals the opportunity to pursue officer accession programs, for which some might not otherwise be competitive because they have had a disadvantaged environment or education," said CDR Milady "Bunny" Hixenbaugh, head of Officer Accession Education Programs at the Bureau of Personnel.

The BOOST school, located at Naval Training Center, San Diego, and under control of Chief of Naval Education and Training, has a contract with San Diego Community College to provide the civilian-taught academic instruction while military instruction is conducted by military staff.



AW2 Mattingly finds BOOST is giving him that extra edge to achieve his goal of becoming an officer.

The nine to 12 months of high school college-prep courses provide academic training in English, reading, mathematics, physics, computer science and chemistry. The academic preparation, combined with military physical training and discipline gives BOOST students first-hand knowledge of what to expect in the Naval

Reserve Officers Training Corps program at civilian colleges and universities, or at the Naval Academy in Annapolis, Md.

The program, according to ENS Angela Shoates, former BOOST student and bachelor quarters division officer at Naval Training Station, San Diego, is designed to improve skills and prepare students for college.

"BOOST was the turning point for me in determining what I wanted to do in my life," she said. "It was the key to being successful and getting the education that I wanted. There was a need for total involvement throughout the program. BOOST stressed total involvement – physically, mentally and emotionally. It was definitely the most challenging experience in my life."

Being selected for the program is the first step. The primary selection criteria, according to Hixenbaugh, is the academic and leadership potential needed to make it through college and become a good officer.

"BOOST applicants have drive, motivation, self-discipline or other good officer qualities. They may be natural leaders, but they just didn't do enough in high school," she continued. "Maybe they dropped out, or didn't have the grades or didn't participate enough in extracurricular activities to get selected for NROTC or the academy. BOOST is for people who aren't currently competitive for NROTC or academy scholarships. BOOST is designed to give them that competitiveness, to bring up their academics – not just their grades, but their study habits – to teach them to take things more seriously and be more self-disciplined about school," Hixenbaugh said.

LTJG Edward Hutt, a 1983 BOOST graduate who flies SH-3s at Naval Air Station, North Island, San Diego, sees the positive results of the program.

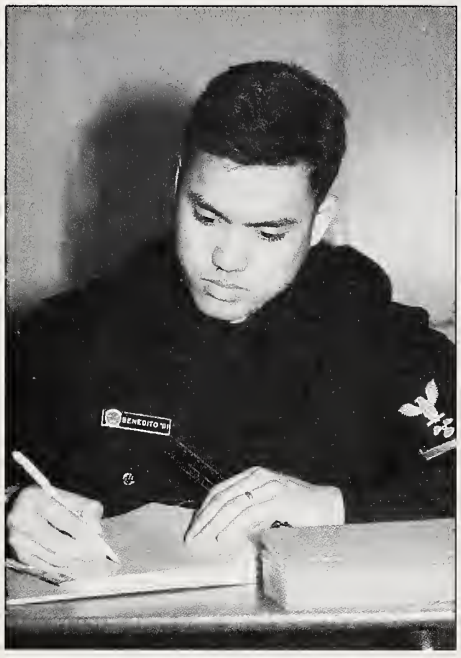
"The program helped me a great deal. At the time my academic background wasn't what it should be, and going through BOOST allowed me to strengthen my skills in math, English and science and enabled me to go on to college and do extremely well."

According to Shoates, the requirements for the BOOST program are becoming more stringent. Top performers – people who show initiative and have what it takes to become an officer – are among qualifying candidates. They must be U.S. citizens between age 17 and 21, although age waivers are available for active-duty personnel. Applicants having more than one year of college credit are ineligible for BOOST. Candidates must not have been previously enrolled in an officer accession program, must be enlisted in the Navy or Naval Reserve on active duty and have, or be willing to obligate for, at least 36 months additional service.

"A student who applies to BOOST from the fleet must have 36 months of obligated service when he enters the

BOOST students learn the Navy way of what it takes to become an officer.

Students learn about discipline and self-motivation—qualities needed for making it through BOOST and in the Navy.



door," said CDR Larry Watson, officer in charge of BOOST at San Diego. "When they graduate and go to college, they will incur the standard NROTC obligations throughout the four years of college." See OpNavNote 1500 for eligibility and application details.

According to Watson, if you attend NROTC right out of high school, you are not obligated your first year. But a student who has graduated from BOOST is obligated that first year.

Watson estimates that the Navy's investment per person is approximately $6,000. "That doesn't include the salary and allowances the student receives as an active-duty service member or the salaries of the military staff. It doesn't include the buildings we occupy, the maintenance of those buildings or the barracks that students live in," explained Watson.

The advantages BOOST offers seem to outweigh the obligations, and the extra edge BOOST gives students enables them to apply the scholastic and leadership skills they have learned to matriculate from NROTC universities or the academy.

"It definitely does that," said Shoates. "We are definitely expected to know more – expected to have a little more self-discipline and to be the leaders within NROTC units. We were the leaders and we were there to guide the other students that didn't know anything about the Navy. We were definitely there to give some naval experience."

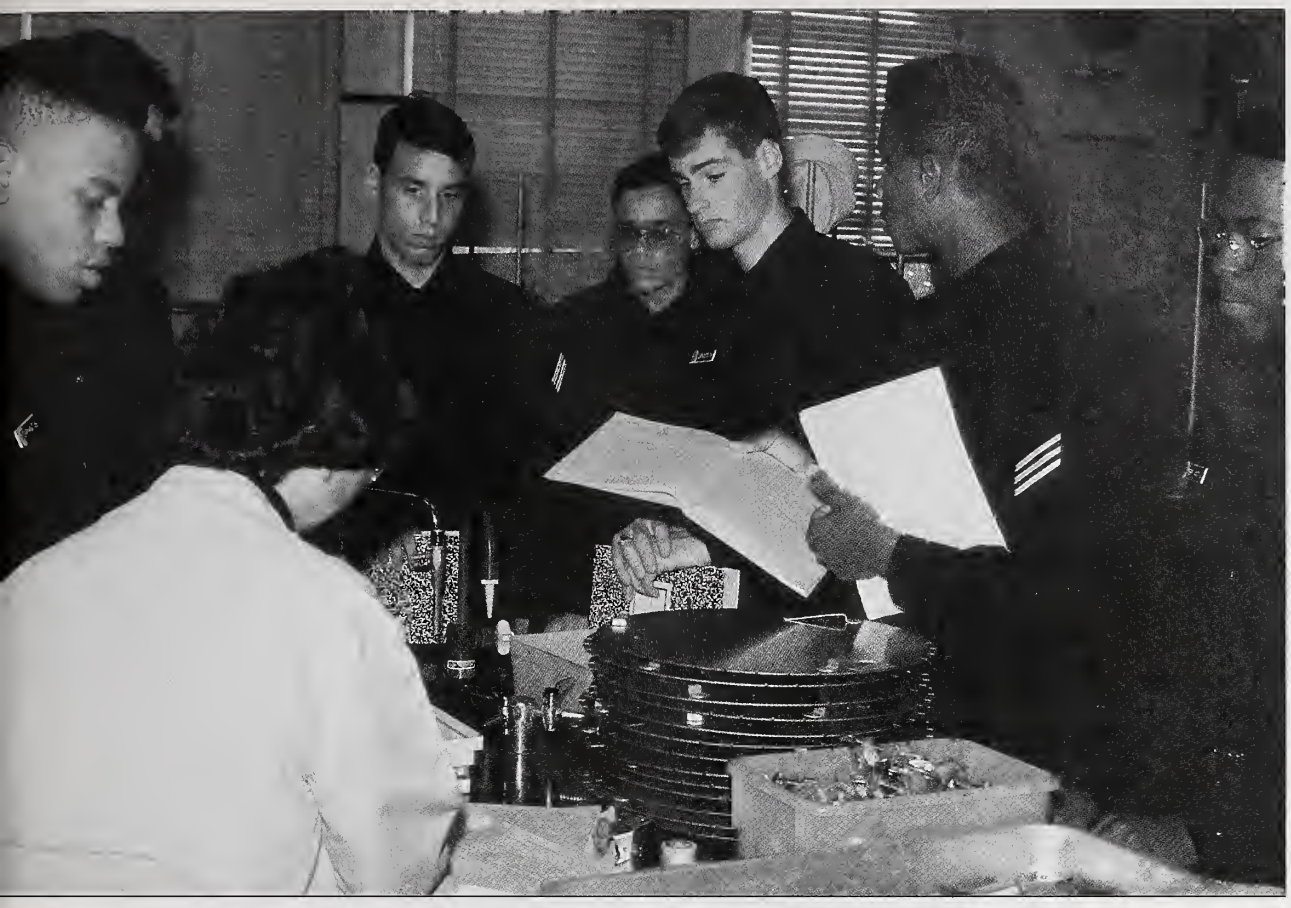
Shoates graduated from Point Loma Nazarene College in San Diego in only three years. "Don't ask me how I did it. I was going in full gear at the time I was at college. All I could think about was that I had something to do," she said. "BOOST was so challenging that I had to create a challenge in college," Shoates continued. "So, a lot of the survival instincts I developed in BOOST – learning how to deal with heavy schedules and managing my time – paid off. After being challenged so hard by BOOST I learned how to challenge myself."

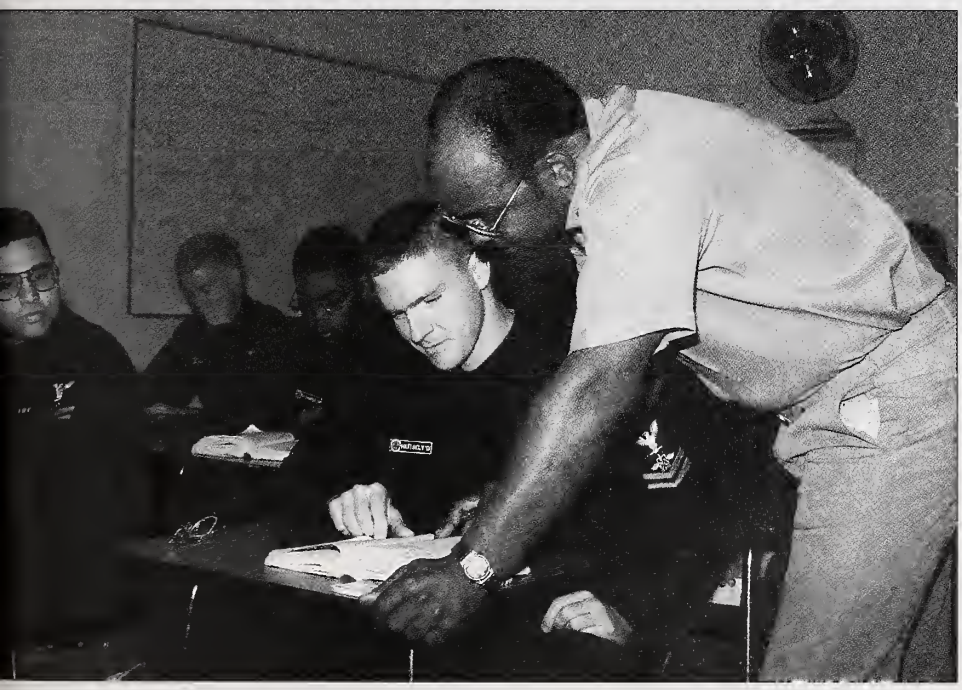
BOOST, according to Hutt, along with being prior enlisted, gave him the advantage over other students because, "A lot of the requirements put on midshipmen in college are not just academic. You're also part of the NROTC program, and there's a lot of extra demands on you. Someone coming out of high school might not understand how the military works. If I had gone to college without the [BOOST] experience, I doubt that I would have made it through," he said. "I would have had low grades and would only have made it if someone had taken an interest in me and pushed me. BOOST really gave me the tools to do well in college."

Hutt believes the Navy is looking for people who are motivated toward education and a commission. "A person who is in good physical health, a person who has not been in trouble while in the Navy, who has performed well and has no Article 15 hearings, is a good, solid sailor who has impressed his chain of command with his leadership potential and his desire to improve himself."

Having just a desire to improve yourself may not be enough. According to Shoates you've got to have drive.

"I learned self-discipline from my high school coach, Margaret Gamble. She was very demanding. In individual sports,success is based on your personal performance. So, I recognized the things that I had to do long before I got involved in the program," she said. "BOOST filled in the holes, and gave me the things I needed to successfully complete college. For people like my-





Above: Students prepare for the rigorous college-level academics ahead. Left: CDR Watson provides individual instruction during class.

self, who know what they want out of life, it [BOOST] can definitely get you on the road and possibly make you a more powerful leader," Shoates continued. "The skills I learned there can be used for the rest of my life."

Aviation Anti-submarine Warfare Operator 2nd Class Craig Mattingly, a current BOOST student, believes the program is giving him the skills that he will need to pursue a naval commission. "It is helping me to accomplish my goal to become a naval officer."

Watson views the program as a success because, "it prepares people to compete academically at universities all over the country. There are probably about 42 percent of the people in this country who, after entering a college, ever graduate from one," said Watson. "There are various reasons for that. Some of them are not prepared financially, some of them are just not prepared academically for it. Getting through college also requires personal motivation, regimentation and discipline. At BOOST, we help people develop that regimentation and discipline as well as give them the academic credentials they need to be successful in college – to focus on an objective and do what is necessary to accomplish it." □

Brandon is a staff writer for All Hands. *Robinson is assigned to Public Affairs Center, San Diego.*

Navy changes

"Yes, sir" and "Aye, Captain" aren't synonymous anymore.

Story and photos by JOC(SW) Terry Briggs

The crew of the rescue, salvage and towing ship USS *Opportune* (ARS 41), based at Little Creek, Va., can't call their skipper "The Old Man" anymore.

While *Opportune* was pierside in Naples, Italy, Dec. 27, 1990, LCDR Darlene M. Iskra relieved CDR Edgar J. Jones to become the first female commanding officer of a U.S. Navy ship.

"This is just another milestone showing the rapid progress and widespread contributions of Navy women," said Chief of Naval Personnel VADM Mike Boorda. "We're running out of 'firsts' quickly, and soon these kinds of assignments will be routine for women." Boorda also cited other recent milestones in the Navy, including the first women to command an operational aircraft squadron and a naval station, as well as the first women to report as command master chiefs afloat.

Iskra is 38 years old and a native of San Francisco. She graduated from San Francisco State University in 1974 and entered the Navy through Officer Candidate School in 1979, the same

year the repair ship USS *Vulcan* (AR 5) made the Navy's first deployment with women sailors aboard. Iskra is a special operations officer and was among the first group of women to graduate from the Naval School of Diving and Salvage in 1980.

The Navy first authorized women to serve at sea in 1978. The 13 years it has taken to produce the first woman ship's captain is just about right, said Iskra.

"Being in command of a ship takes a lot of experience and a lot of training," she explained. "You can't take someone who has only been in the Navy for two or three years and put them in a commanding officer position. You have to grow them."

For the Navy, her assuming command made history. For Iskra, it's just part of her career path. "This is right on track for me," she said. Her previous two tours were as executive officer of USS *Hoist* (ARS 40) and USS *Preserver* (ARS 8). Having spent 10 of her 12 years in the Navy on ships, Iskra said she feels that sea time was an important factor in her selection — that, and being aggressive.

"I think that women have shown they can do any job they're asked . . . that's especially true of the sea-going Navy. I personally would like to see women on any ship. Women who go to sea do so because they want the challenge."

In 1983, while she was assigned to shore duty in Coronado, Calif., the Navy opened more sea-going billets for women. "I had to stomp on my detailer's desk and say, 'I want a ship,' because I knew if I didn't terminate shore duty and go back to sea, I was never going to be where I am now.

"I think that women have shown they can do any job they're asked to do. That's especially true of the sea-going Navy. I personally would like to see women on any ship in the Navy. Women who go to sea do so because they want the challenge. The limitation [of assignment to ships] should be looked at and done away with. Women are very close to the front line in the Army and Air Force, but the Navy holds them back. I don't think that's fair."

Being the only woman on board *Opportune* is made easier by the fact the CO has a private stateroom and head. Unlike other Navy ships that had to be reconfigured to accommodate women sailors, the 40-year-old *Opportune* was designed for an all-male crew.

The crew will have to make a few minor adjustments though, such as saying "Yes, ma'am" instead of "Yes, sir," according to Senior Chief Damage Controlman Bill Watson, *Opportune*'s damage control assistant.

The 2,045-ton, 213-foot *Opportune* carries a crew of approximately 100, which until recently were all men. Even with the addition of one woman on board, *Opportune*'s mission of rapidly providing firefighting, dewatering, battle damage repair and rescue towing or target towing assistance to combatant ships will not change.

"I don't think some of the guys are used to a female CO," said Iskra. "They'll soon find out that it doesn't matter." □

Left: LCDR Darlene M. Iskra beams while pierside in Naples, Italy, after taking command of USS *Opportune*. Below: Iskra explains the use of the ship's decompression chamber.

Briggs is assigned to Naval Support Activity Naples, Italy.

Neurosurgery at Fleet Hospital 5

Story by JO2 Michael Dean, photo by HM2 Jim Moyer

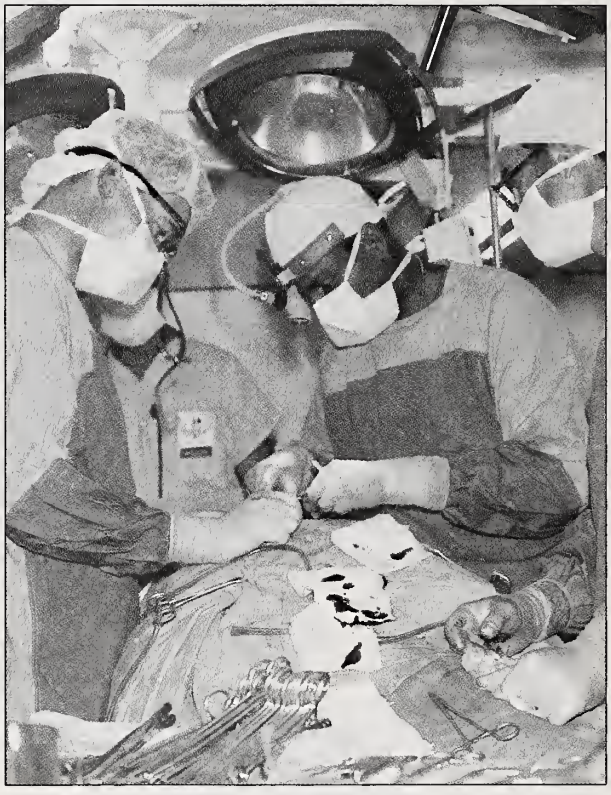
Everything is ready. All surgical instruments have been sterilized and laid out. The patient has been scrubbed and shaved. Back-up blood is at the ready. The patient waits outside the operating room on a gurney as an enlisted anesthesia technician administers an IV. These are normal procedures for an operation at any naval hospital.

Two Navy neurosurgeons wash up to prepare to remove the patient's slipped disc, but as they undress to don their green scrubs, something is different — the uniforms they take off are desert camouflage instead of the traditional Navy blue.

The table on which CDR (Dr.) Mark K. Stevens and LCDR (Dr.) Gerald T. McGillicuddy will operate is one of six at Navy Fleet Hospital 5 in Saudi Arabia.

The facility is fully equipped with everything necessary to allow the doctors to perform the first neurosurgical operation at an activated fleet hospital.

Designed to provide full resuscitation and prompt medical care to multi-service forces operating in Operation *Desert Shield*, Fleet Hospital 5 is a 500-bed facility constructed of 356 "temper tent" sections and staffed by more than 900 Navy medical and support personnel.



Fleet Hospital 5's first neurosurgery operation.

While the hour-long procedure was completed without a hitch, it took close coordination with other hospital departments to ensure proper diagnosis of the patient's problem.

When the patient reported to the hospital in early December 1990, he complained of pain in the back of his right thigh and calf and said the bottom of his foot had been bothering him since he fell while getting off a truck. The duty doctor recognized a nerve problem and contacted the hospital's neurosurgery department.

Stevens and McGillicuddy felt the patient's symptoms indicated a slipped disc, and tests performed by the hospital's radiology department confirmed their diagnosis, allowing the doctors to identify a herniated disc pinching a nerve in the patient's spine.

While this type of back injury often heals itself with bed rest and time, this test showed a huge ruptured disc — surgery was needed. Since they had the necessary equipment, Stevens and McGillicuddy set up a time to perform the operation.

The operation itself was a rather straightforward procedure. The patient was taken to the operating room and placed under general anesthesia, turned in the prone position with his face down on the operating table and positioned in a semi-crouch position with his back on top.

The doctors then made a 2-inch incision, retracted muscles on either side of the spine to expose the lamina, or archway, of the vertebra.

"We removed a little bit of bone, opened up the yellow ligament and identified the nerve that was being pinched. With him it was very easy because of the large size," Stevens said. "We moved the nerve aside carefully and removed the disc. We then entered the disc space where that disc came out and cleaned out any loose fragments."

Once the nerve was free, loose fragments cleared and bleeding controlled, the doctors closed the incision.

"The patient was awakened and a quick neurological exam was performed. Then the patient was taken to the recovery room." Stevens said.

The operation was a success.

"We were very pleased the operation went very well," Stevens said. "We had enough tools and we were able to do the job without any difficulties." □

Dean and Moyer are assigned to Fleet Hospital 5.

Photo by PH3 Jerry Livernois

West Africa Training Cruise

Barnstable County *crewmen visit and teach during annual goodwill gesture*

Story by CDR Christopher Nemeth and JO1 Bill Egan

During July and August 1990, USS *Barnstable County* (LST 1197) carried a shipload of good will and training skills to eight nations along the West Coast of Africa. During a six-week period, the Little Creek, Va.,-based tank landing ship visited the Cape Verde Islands, Senegal, Gambia, Guinea-Bissau, Guinea, Sierra Leone, Ivory Coast and Ghana.

Once a year, a single U.S. ship is sent on the West Africa Training Cruise to strengthen ties with our counterparts across the Atlantic Ocean. The 525-foot *Newport*-class

tank landing ship fits the cruise's requirements well. Her diesel propulsion plant can cruise for one and-a-half months without refueling. A 9,000-square-foot tank deck can be used to carry cargo and equipment and to deploy amphibious vehicles. Heavy-duty cargo booms can lift pallets of materials onto the simplest of piers.

As *Barnstable County* crossed the Atlantic Ocean, crew members were busy with normal aspects of everyday life at sea – general upkeep, training evolutions and drills. Once they reached port, their entire perspective on Africa changed.

"I thought all Africa would be like [what] we see in movies and on TV," said Boatswain's Mate 3rd Class John Spears. "I didn't realize that people live like this – just trying to survive day-to-day."

For many of the sailors, visiting the eight developing nations was a culture shock. When they headed ashore, they experienced life with unpotable water, erratic electrical service at best, mostly unpaved roads and a poverty level that's difficult to imagine.

But at the same time, they found nations rich in culture and native crafts, vibrant and colorful costumes, beautiful beaches and friendly people.

During WATC, the ship's crew trained with its West African counterparts in engineering, navigation, search and rescue and basic amphibious operations.

Because of their small size, most West African navies have adopted a Coast Guard-style mission. Each patrols coastal waters to protect territorial fishing rights, prevent contraband trade and help vessels in distress. With these missions in mind, U.S. Coast Guard LCDR Phil Heyl and CWO Chuck Jones held classroom sessions in each port on navigation, drug traffic interdiction and search and rescue. On occasion, they also got under way to help improve coastal patrol skills.

A 50-man Marine detachment from Camp LeJeune, N.C., equipped with four amphibious assault vehicles, demonstrated how their "amtracks" land troops on a beach. Marine infantry squads also demonstrated the finer points of small group tactics on some unusual grounds, from tennis courts to soccer fields.

The ship's engineering department conducted informal

Preceeding page: MA1 Howard Shipman of San Antonio, Texas shows African "ship riders" how to load *Barnstable County*'s .50-caliber machine guns. Below: Native dancers entertain *Barnstable County* sailors at a reception in Conakry, Guinea.

question and answer sessions on diesel maintenance in *Barnstable County*'s engineering spaces.

Ship riders from countries on the WATC itinerary tried their hand at standing watches, damage control drills, fire fighting and small arms use during the transit from Little Creek. For many, *Barnstable County* was the largest ship they had ever sailed in. The two weeks at sea gave the embarked guests a chance to learn more about their American counterparts and to meet officers from other African navies.

But military training is only one aspect of each WATC. In each port, the ship hosted a wardroom luncheon and ship's tour for senior U.S. and host-government officials. Soon afterward, hundreds of Americans and local citizens clambered aboard for tours. In some ports, embassy staff members helped translate Navy jargon into French or Portuguese. Nearly every visitor left sporting a blue and white WATC painter's cap or blue and gold LST 1197 ball cap.

Caps weren't the only gift *Barnstable County* brought. Her tank deck bore 51 pallets of materials donated by individuals and organizations through Project *Handclasp*, a program designed to distribute these items to countries in need. Basic foodstuffs, elementary schoolbooks, medical and hygiene supplies provide the essentials for daily life. Manual sewing machines — quaint by U.S. standards — brought smiles to the faces of community leaders who knew they would provide a means of teaching job skills. In each port, seven pallets of *Handclasp* materials were presented on behalf of the American people.

By noon of the first day in each port, a gang of *Barnstable County* crew members would gather eagerly around the quarterdeck ready to scramble ashore — not for liberty, but to start local community relations projects. Between 15 and

Photo by PHC John Fleming

Left: The sea and anchor detail on the starboard bow of *Barnstable County* makes final preparations for tying up at the port of Conakry, Guinea. Below: Residents of Freetown, Sierra Leone, make their way through the city's hilly streets in the midst of the rainy season in Equatorial West Africa. Bottom: A crew member videotapes local children in a grass hut village near Banjul, Gambia.

Photo by PHC John Fleming

Photo by PH1 Bill Egan

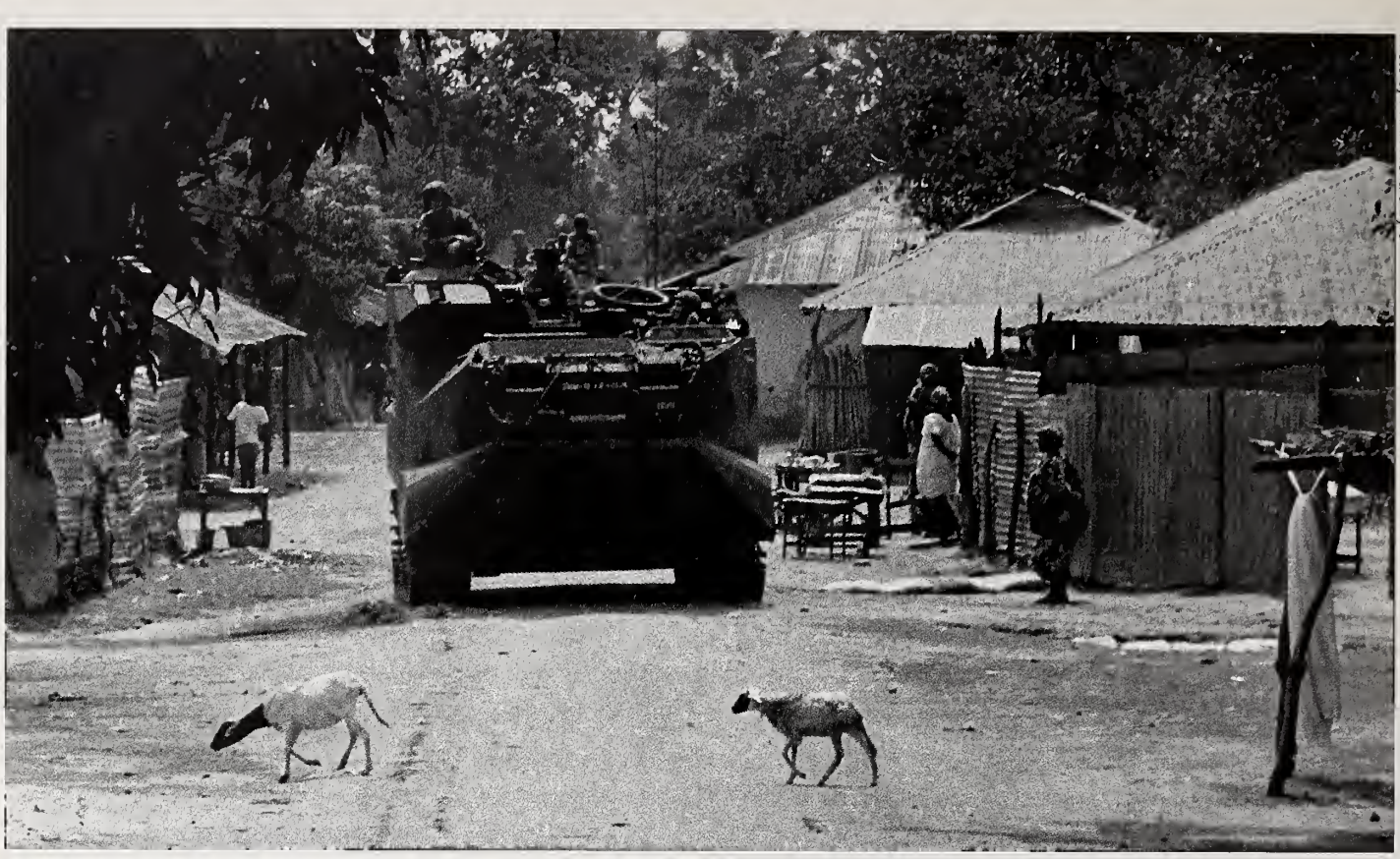


Photo by PHAN Richard Byrd

A Marine assault amphibious vehicle drives through a village near Banjul, Gambia. A 50-man Marine detachment demonstrated assault techniques to their African counterparts during the West African Training Cruise in July and August.

20 volunteers routinely donated their time to help local citizens. They painted a one-room schoolhouse in the Cape Verde Islands, a YMCA utility building in Senegal, a school in Guinea-Bissau and a clinic in Guinea. But their biggest feat came near the end of the cruise when they installed a playground at the Yopuogon Orphanage outside of Abidjan, Ivory Coast. The volunteers began building the set, complete with slide, swings, climbing rope and a fireman's pole, in *Barnstable County*'s tank deck after the ship departed Little Creek.

A Navy Seabee detachment also pitched in, teaching construction techniques and building new structures in a number of ports, including a six room addition to a Cape Verde adult education center.

At the same time, *Barnstable County* sailors and Marines enjoyed meeting the people. Marine Corps Lance Corporal Matthew Barney said he especially liked the people of Gambia.

"I was walking down the street when a little girl, about 2 years old, took my hand and walked along with me while her mother followed behind with a big smile on her face," Barney said. "We walked that way for about two blocks. I'll never forget it."

Lance Cpl. Shaffer Wimbish said he enjoyed liberty in Cape Verde. "The people were very friendly and wanted to walk around with you and be your tour guide. They didn't want money; they just wanted to be your friend."

Fire Controlman 3rd Class John Garrity visited local markets and bargained for native crafts. "They have a wide variety of wood carvings and baskets," said Garrity. "The native fabrics were really colorful souvenirs."

Spears said he'll always remember Freetown, Sierra Leone, a city established by the British for freed slaves.

"It had a wonderful, historic feeling about it," said Spears. "And the countryside surrounding it is lovely — the mountains, the waterfalls and the white-water rivers rushing under the road as you head out of the city."

Most crew members agreed, that despite the heat and lack of amenities ashore, WATC was a rewarding experience and a wonderful opportunity to sample the West African culture.

"This is my second WATC," said Storekeeper 2nd Class Tim Sheridan. "I enjoyed meeting people from the different countries. It's fascinating to walk through the villages and experience the different cultures and see another way of life."

The West Africa Training Cruise sets sail every summer. The deployment is a unique example of Navy skills — in both doing well and doing good. □

Nemeth is assigned to Fleet Imaging Command Atlantic, Norfolk. Fleming and Egan are reservists assigned to Public Affairs Center Norfolk Det. 208, Jacksonville, Fla.

PortSCom

Setting high standards in Persian Gulf

Story by JO1 John Verrico and Christine McKinnon

Secure communications are vital to all military maneuvers. Communication links via secure telephone lines are available in most foreign ports, but in some underdeveloped areas, such as the Persian Gulf, secure communication becomes a problem.

But not anymore. A new system called Port Secure Communications, or PortSCom, has changed all that.

"Before the program was developed," said CDR Marie Gozzi, a Reserve member of the PortSCom development team, "we literally had people who would have to drive three to four hours to get to a military facility to use secure communications. With the new system, all you need is a telephone jack," she said.

Naval Control of Shipping office tasked Reserve CDR Alan Grinspoon in 1986 to find a way to solve the port secure communications problem. Working on drill weekends and mostly on his own time, Grinspoon and a group of hand-picked reservists designed, developed and implemented the PortSCom system.

According to Grinspoon, Navy Reserve RADM William P. O'Donnell, with the NCS program, is the main reason PortSCom has succeeded. "Without his encouragement and support, PortSCom would have been impossible," he added.

When Operation *Desert Shield* began in August, PortScom was in its final stages of development. At the same time, Grinspoon was evaluating the system software during his drill weekend.

"Ten of us were mobilized immediately under CDR Grinspoon," said Gozzi. "We had five complete systems on the way to the Persian Gulf within a week."

NCS's mission is to provide the safe and timely movement of free-world merchant ships in time of war or national emergency. To accomplish their mission, adequate and timely secure communications between ports manned by NCS personnel must be available.

To address that need, Grinspoon's system uses the new DoD Secure Telephone Unit or STU-III technology in conjunction with portable laptop computers.

U.S. Navy photo

LCDR Stewart Warren operates the new communication system.

The system had specific design criteria, including low cost and easy use and maintenance. It had to be portable and capable of using the latest technology, yet use "off-the-shelf" equipment that does not require specialized design. Most important of all, it had to be fleet compatible, using computer software and systems already in use by other fleet units.

The final system was a gem. Costing less than $7,500 per system, PortSCom uses a portable laptop computer, the STU-III secure telephone, portable ink jet printer, a 57-megabyte hard drive with MS-DOS and various computer software programs. The entire system, with a supply of floppy disks, operating instructions and carrying cases, weighs only 45 pounds and can be transported as airplane carry-on luggage.

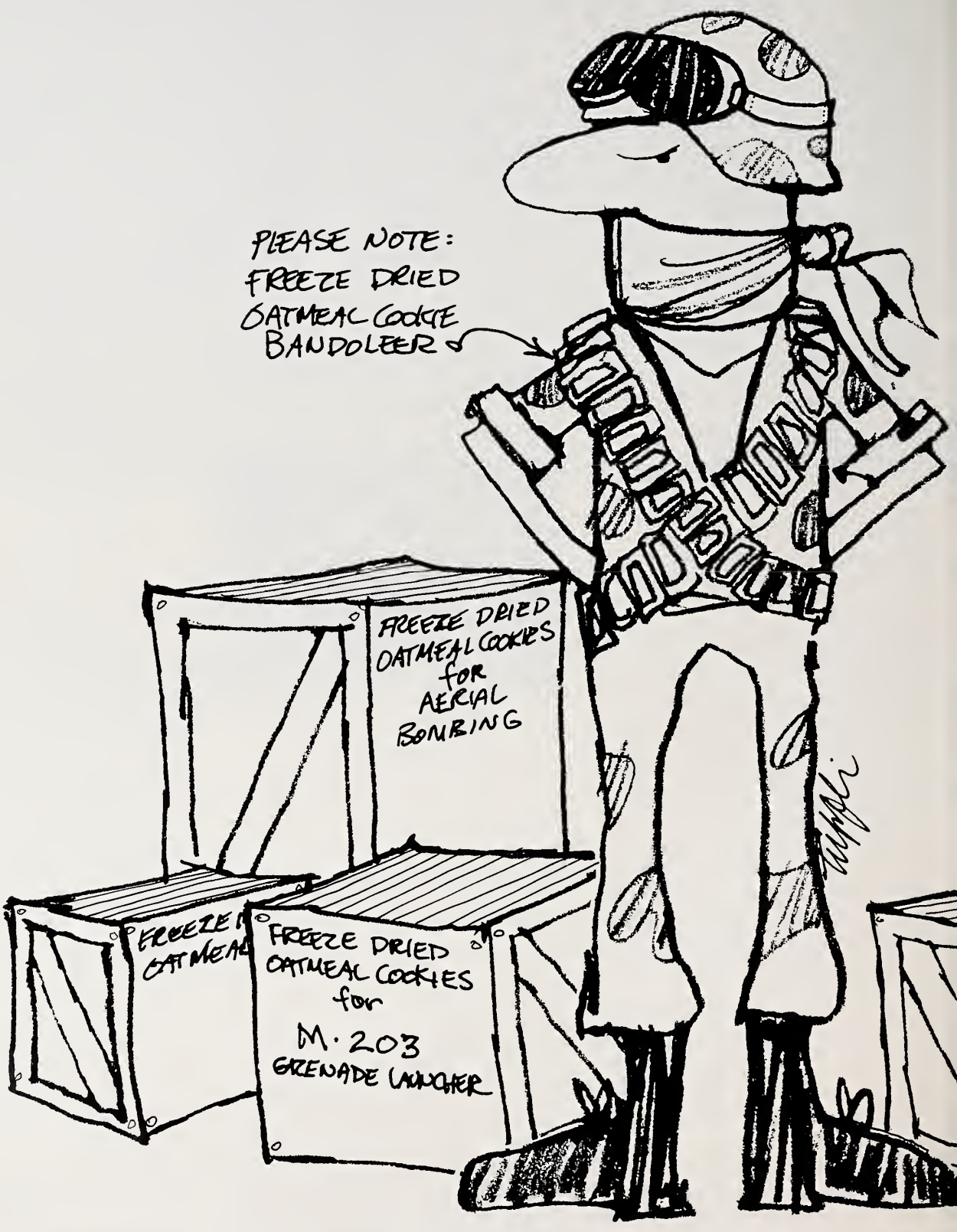
The system works so well that an almost identical system is being deployed to the active Military Sealift Command offices. Originally, the system was meant only to solve port communications security problems, but the PortSCom staff is discovering other uses as well. It is a cost-effective way to link military ships to shore, thus complementing existing Navy communications. It can also work through satellites and operate anywhere. Several aircraft carriers will deploy PortSCom to the Gulf for logistic support purposes and it now supports Middle Eastern and other overseas sites.

"It's more useful than a fax machine or voice communications," said Gozzi. "The data goes directly between computers through the STU-IIIs, and unlike a fax machine, you have the enormous capabilities of a computer rather than just a copy of what is sent. Unlike voice communications, there's very little risk of misunderstanding, and the message is sent at a significantly higher speed." Time is money – especially when you're linked through a satellite.

The PortSCom group, which may support as many as 170 systems worldwide during Middle East operations, will continue long into the future.

According to Grinspoon, "There is an enormous amount of untapped talent in the Reserve community and PortSCom is an example of what can be accomplished when that talent is harnessed." □

Verrico and McKinnon are assigned to Military Sealift Command public affairs office.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M·203
GRENADE LAUNCHER

Operation *Desert Shield*

Oatmeal cookie grumble

Story by Sgt. Tony Sinagra

Marines have always been resourceful. Throughout their 215-year history, leathernecks have taken great pride, not only in their combat prowess, but also in their uncanny ability to make seemingly useless objects into functional ones.

But now Marines are faced with what is perhaps the greatest challenge yet to their legendary resourcefulness — what to do with the oatmeal cookie bars found in the familiar, pre-packaged "Meals, Ready-to-Eat."

About one-half-inch thick and three inches long, the rectangular, sand-colored cookie can be found in certain MRE packages, seemingly posing as a dessert. Since its actual ingredients aren't listed on the package, an inexperienced person would probably assume that these block-like munchies are made with the ingredients found in a normal cookie — things like flour, wheat, sugar and perhaps some oatmeal thrown in for good measure. But Marines who have actually eaten one will, almost unanimously, dispute that assumption.

"I think it's made out of sawdust," said Corporal John Calvillo, of 3rd Tank Battalion, 1st Marine Expeditionary Force. "You know, like low-grade presswood with a little sugar."

"I have no idea what's in an oatmeal cookie bar," said Sergeant Ray Binney, a military policeman with the 1st Marine Division. "It could be toxic waste, compressed sand or maybe old fish tank gravel." But Binney added with certainty, "I do know that I'm never going to eat one again."

Indeed, the general tongue-in-cheek consensus among Marines here is that this alleged food item should, under no circumstances, be eaten. But as always, Marine Corps versatility has once again surfaced to save the day.

"Just because you can't eat them doesn't mean you can't use them for something else," said Lance Corporal Matt Perry, an armorer. "They're great for sharpening dull bayonets," offered Perry. "They're even better than soapstone."

Other Marines and sailors have come up with additional satirical uses for this culinary pariah:

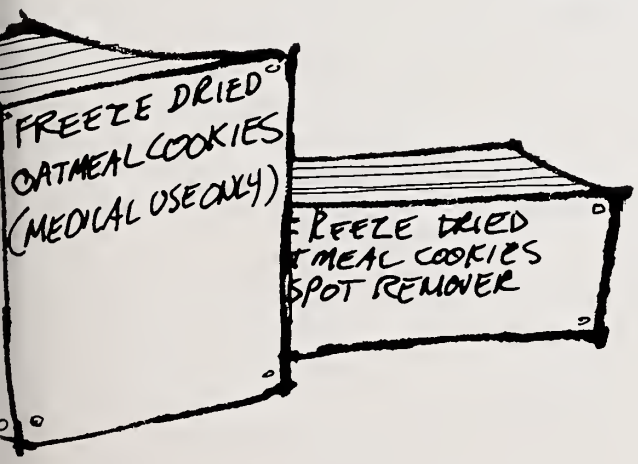
General construction and carpentry — Both Seabees and Marine combat engineers claim oatmeal cookie bars are quite effective as a replacement for wood shims, moldings and other assorted building materials. According to one sea-story, a group of Seabees built an entire hardback tent frame out of oatmeal cookie bars.

Survival uses — Marine survival experts have reportedly trained their students to use cookie bar shavings to build smoky fires in the event they get lost in the desert. They warn, however, that these fires should not be used for cooking because of the potentially hazardous fumes the shavings give off.

Insect repellent — Mashed and mixed with water, the oatmeal cookie bar turns into a poultice that, when smeared on the body, repels even the most bloodthirsty insects.

Administrative uses — Yeomen have allegedly started using these often-shunned snacks to erase pencil, pen and even heavy felt marker errors.

Spot removal — Some Marines



Cookie Grumble

have reported oatmeal cookie bars are excellent for removing stubborn stains like grape juice and motor oil from clothing. Simply rub the cookie bar briskly against the spot, and watch it disappear. Sailors discovered unwanted tattoos can be removed the same way (though this should be done under medical supervision).

Medical uses – Corpsmen claim that an oatmeal cookie bar used in suppository form is a sure-fire cure for severe dysentery. They added that it may also be eaten for the same effect. But the medical staff hastened to point out that orally ingesting the cookie bar could be even more unpleasant than the malady itself.

Tactical uses – Marine infantrymen have also found a number of functions for this much-maligned munchy.

"Oatmeal cookie bars are far superior to sand bags for building bunkers and lining the edges of fighting holes," said one infantry officer with a smile. "They're virtually bulletproof."

A gunnery sergeant claimed that he has breech-loaded and successfully fired oatmeal cookie bars from both the M-79 and M-203 grenade launchers (please check with your unit armory before attempting this). Other hard-core Marines insist on keeping handfuls of cookie bars in the cargo pockets of their utilities.

"Oh, I'm not planning on eating them," said one lance corporal. "I'm saving them for close combat – in case my bayonet breaks." Indeed, the command, "Prepare to throw cookie bar!" may someday be heard on the battlefield along with, "Fix bayonets!"

A young private first class suggested perhaps the most ingenious use yet for the "dessert from hell."

"We should drop about a million of these suckers on the Iraqi forces occupying Kuwait," he said. "Can you imagine what that would do to their morale? They'd be out of there within 24 hours."

Leave it to the Marines to make the most of an unpalatable situation.

Sinagra is assigned to the public affairs office, 1st Marine Expeditionary Force.

Here's how the cookie crumbles

What are they made of ... and why?

Story by JO1 Sherri E. Bashore

Oatmeal, granulated sugar, vegetable shortening, flour, eggs, water, corn syrup, baking soda, salt and vanilla extract – the same ingredients found in a "normal cookie." The only difference in the recipe for an oatmeal cookie bar and the one your grandmother followed is that the military version contains a food mineral premix of nutrients.

But what makes the oatmeal cookie bar in the "Meals, Ready-to-Eat" so difficult to eat? According to Gary Shults, chief of Product Development and Engineering Branch, Food Engineering Directorate, U.S. Army Natick Research Development and Engineering Center, Natick, Mass., it's the lack of moisture.

"It has less than 3 percent moisture which makes it harder than a commercial granola bar or oatmeal bar," he said. "The reason we have it [so] dry is shelf life. Commercial products are good for eight to 12 months, and that just won't do in a situation such as Operation *Desert Shield*."

All the ingredients are mixed together and baked into 1-ounce cookies. After baking, each cookie is crumbled and pressed into a bar that meets the requirements of being ready to eat, easy to pack and not crumbly.

"The oatmeal cookie bar was originally developed for the 'food packet assault,' a one-per-day issue for Marines and Army troops going into reconnaissance [emergency-type] situations," he said. "The bar itself is inherently dry. To get the required three-year shelf life from this product we had to reduce the moisture.

"We ran the products that are in the MREs, through an extensive field test – up to 30 days – and they came out highly acceptable when used according to the operational concepts under which they were developed."

Since the beginning of troop mobilization for Operation *Desert Shield*, researchers at the Natick lab have received correspondence, both pro and con.

"I have probably 100 letters [concerning the cookie and other products] sitting on my desk that we are evaluating, all coming from *Desert Shield*. They go from highly complimentary to derogatory," Shults said. "It all depends on the morale and the attitude of the individual writer."

Shults believes what he is hearing from the troops is based on the frustration and monotony of eating the same food for an extended period of time.

"Once you've eaten the same 12 menus over and over for two or three months, you get tired of them. You start picking things apart. It's not the product itself. It's the fact that if you eat chicken a la king five times a week, you can't expect to still like it in two months," he said.

There are nutritional reasons for this compressed dessert being part of the Marines' diet. Variety is the key factor. "The oatmeal cookie bar was put into the MRE for its calorie content, which is quite high, and also for the fact it is high in fiber. Fiber is one of the things deficient in the original MRE menu design," Shults said. "It is highly nutritious. It's a very good bar, providing a lot of minerals and calcium."

Help is on the way for those desert rats who can't stomach what is referred to as "the dessert from hell." During the November-December 1990 time frame, the Defense Logistics Agency, responsible for distributing Class 1 subsistence to all service members participating in *Desert Shield*, began shipping more brand name products to supplement the MRE.

"Most units are not eating MREs three times a day like they were at the beginning of the operation. I think the food is improving and it is of good quality. Additionally, some of the MREs that they were consuming were quite old," Shults said.

Initially, according to Shults, older MREs were sent to the desert. The older the ration – the less appetizing it is. New MREs, being shipped to most of the *Desert Shield* units, are more acceptable.

"We are in weekly contact with Army Central Command in Dhahran, [Saudi Arabia], and they are getting very favorable comments on the MRE and the quality of food we are giving them," Shults said.

It's a given fact that nothing compares to home-cooking, and Natick researchers fully expect some negative comments. But for every negative comment, there's a positive one.

With the time and isolation involved with deployment, imaginations can run wild. The survival, medical and administrative uses for the now infamous oatmeal cookie bar may be added to the many satirical lists of "helpful household hints" sometimes published in newspapers and magazines.

With that in mind, Shults says, "Most of the uses the Marines came up with, have not been heard of. However, whoever reads the article may go out and see if it *will* take out pencil, magic marker and oil stains. I'm sure it won't, but at least they are thinking about us." □

Bashore is a staff writer for All Hands.

Valiant Blitz

7th Fleet joint exercise

As tensions mounted in the Middle East following Iraq's invasion of Kuwait Aug. 2, people around the world watched as the U.S. and allied nations sent hundreds of thousands of troops and their equipment to the region in record time. The media diligently reported on the buildup of both ground and naval forces, and always the question arose, "Are we ready for war?" The answer from the U.S. Navy has consistently been a resounding, "Yes."

Reporters wondered aloud how we could be so certain and looked quizzical when told that operations during Desert Shield *were not much different from routine day-to-day operations conducted by sailors year-round.*

The reason for this contrast is multifold. Any sailor can tell you there's something special about working and living aboard ship. You develop an intimate knowledge of your vessel, from the way steam hammers down a particular pipe in your berthing compartment to the sound the propulsion

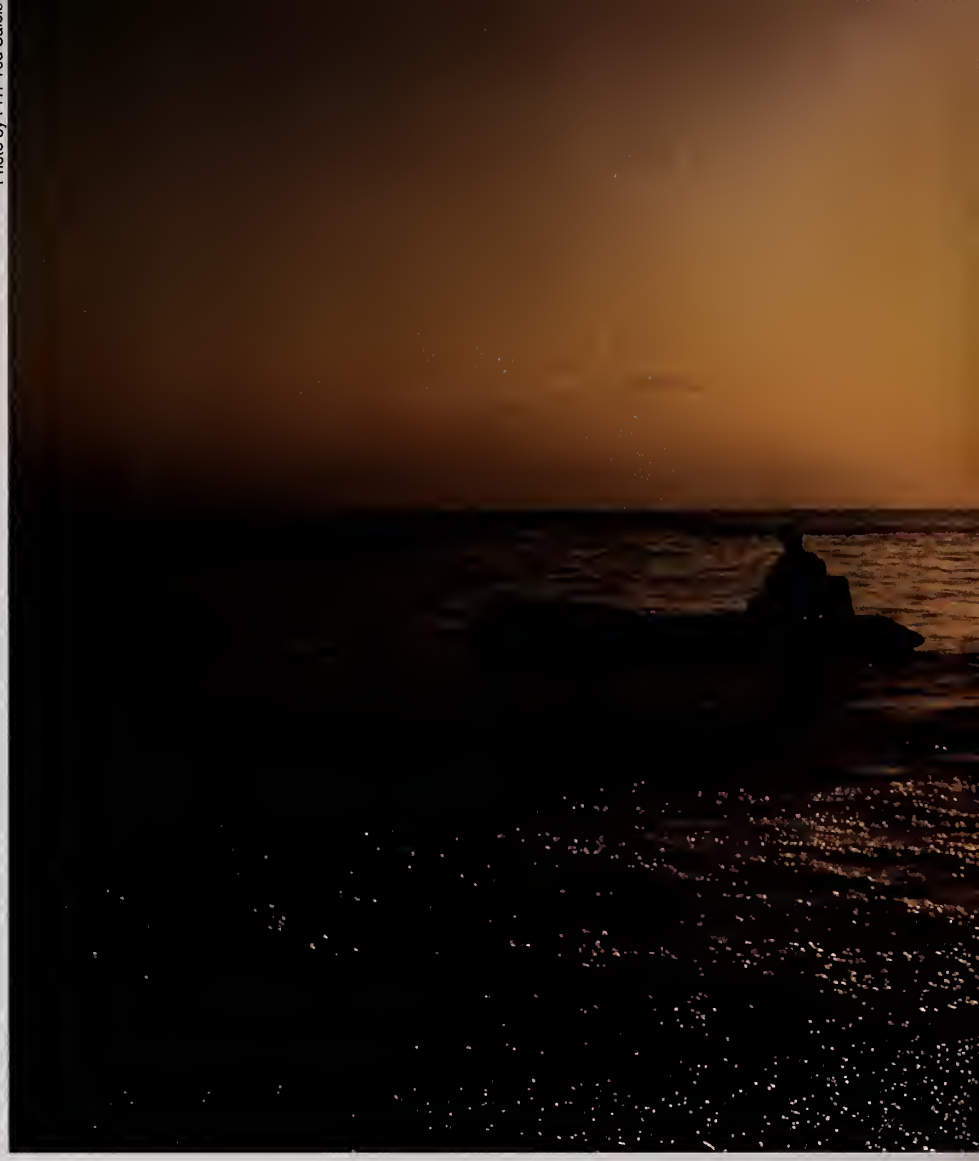
Photo by PH1 Ted Salois

Photo by PH1 Ted Salois

Photo by PHC Carolyn E. Harris

Left: A beach-group member signals to a landing craft on their way to shore from amphibious ships on the horizon. Top: A U.S. Marine tank heads along Tok Sok Ri beach after coming ashore aboard a utility landing craft. Bottom: A Marine readies a machine gun in preparation for D-day Exercise *Valiant Blitz* '90.

Photo by PH1 Ted Salois



Right: A U.S. Navy SEAL team boards rafts and return to ships on the horizon during *Valiant Blitz* '90 Below: U.S. Marines disembark a CH-46 *Sea Knight* helicopter at Pohang Air Field.

plant makes when underway. Any variance from the norm is a cause for alarm.

This knowledge, multiplied by thousands of sailors, is one reason we stand ready. Another reason is training. Sailors are always training. In short, we train to fight. Every day of a naval career presents realistic training experiences — the first day of boot camp, routine preventive maintenance checks or large scale exercises — all have elements of training. All can develop new skills or hone established ones.

So sailors are used to training. Training exercises are part of that everyday routine that keeps us prepared for war. One such exercise occurs each year off the coast of the Republic of Korea. Valiant Blitz *gives units of the U.S. 7th Fleet an opportunity to work with ROK forces to hone those skills necessary to defend the Korean peninsula.* All Hands *took a look at recent* Valiant Blitz *exercises, examining that element — the training — that keeps us ready. — ed.*

Just hours after pulling out of the port of Pohang in the Republic of Korea, crew members of USS *Duluth* (LPD 6) were called to general quarters. The ship was under attack by hostile forces. The crew responded quickly, jaws clenched with grim determination. The enemy advanced with confidence only to be repelled by the crew's courage. Their efforts had paid off. Democracy was safe — and Exercise *Valiant Blitz* '91 was underway.

A joint-combined routine military training exercise, the *Valiant Blitz* series of exercises are vital to protecting our interests, according to RADM D.R. Conley, commander of 7th Fleet amphibious forces.

"Exercise *Valiant Blitz* is very important because it provides an opportunity not only for U.S. forces to train together, but for combined training operations with Republic of Korea forces as well."

Amphibious ships have always played a part in the exercises. But *Valiant Blitz* combines many elements, requiring more than just the "gators." Destroyers, frigates, oilers, battleships and aircraft carriers have all played roles in the annual exercise. Also involved were the U.S. Army, Air Force and Marine Corps, and the Korean navy, air force and marine corps.

Designed to enhance the operational readiness of participating units and to promote cooperation between the naval forces of the two countries, the annual exercise gives sailors

Sailors man their guns aboard a ROK tank landing ship as it reaches the shoreline at Tok Sok Ri beach near Pohang.

and Marines a chance to practice the most complex of maritime operations — the amphibious assault.

During *Valiant Blitz* '91 participants staged air and surface assaults and held anti-surface and anti-air warfare training in the East Sea and at Tok Sok Ri near Pohang for eight days.

According to Conley, teamwork and cooperation were the hallmark of the exercise. The Navy-Marine Corps team smoothly executed the amphibious landing while, cover for the Marines was provided by aircraft of the U.S. Air Force, Marine Corps and ROK Air Force, as well as simulated naval gunfire support.

Anti-surface and anti-air protection for the amphibious task force was provided by U.S. and ROK destroyers and frigates.

As part of the exercise, U.S. Army medevac and Marine Corps CH-53 helicopters performed deck-landing qualifications to hone skills for both the pilots and the ships' crews.

"The Army pilots rarely get to work around a ship, and the Marines rarely get to do night landings," said LT J.R. Scott, senior air officer aboard *Duluth*. "For the crew, it broadened the scope of the types of aircraft we work with. The pilots gained experience for the future. Most importantly, we accomplished the mission of gaining that experience safely."

A year earlier, during *Valiant Blitz* '90, the amphibious assault provided the highlight of the exercise with more than 6,000 Marines storming the beaches at Tok Sok Ri and at Hwasan Ri, about four kilometers north.

CH-46 and CH-53 helicopters ferried Marines farther inland after an initial beachhead was formed and the Marines used the exercise for force-on-force fighting, which allowed them to test their strategy in a real-world scenario.

The exercise also included the beaching of tank landing ships and the use of other amphibious troop and cargo delivery systems.

Safety is a primary concern throughout all phases of the exercise. Sailors on all ships received valuable training in areas such as engineering maintenance, operations safety, damage control, navigation communications and underway fuel replenishment.

"Cooperation for *Valiant Blitz* '91 has been outstanding, as have been the previous exercises in the series," Conley said. "It just shows our capability to come together and reflects a high degree of training. The units involved met my highest expectations."

Though on paper it was only an exercise, to the sailors and Marines who were part of it, *Valiant Blitz* was much more. For them, it was a valuable experience they can lean on if the alarm for general quarters ever sounds. □

Compiled from reports by JO1 Todd H. Willebrand and JO3 J. Vincent Dickens, both of the 7th Fleet public affairs representative's office.

Photo by PHC Carolyn E. Harris

Photo by PHC Carolyn E. Harris

Photo by PH1 Ted Salois

Photo by PHC Carolyn E. Harris

Top left: A rigid hull inflatable boat maneuvers through the choppy waters off Pohang. Top right: ROK marines take a break after defending the beach in a predawn assault. Left: Smoke and flames from simulated mines buried along the shoreline burst skyward at Tok Sok Ri. Above: U.S. Navy SEAL dry suits are silhouetted against the sky at their beach base camp.

Devotion of Navy women committed in bronze

Story and photo by JO1 Annabelle St. Germain

Pins and badges twinkled on black sashes and garrison caps — small remnants of devotion — studded memories of World War II.

On the largest circular granite map of the world, Navy women of all ages and eras walked, searching out familiar faces and taking pleasure in meeting new ones — their eyes and smiles glowing, sharing in reflective satisfaction.

For more than 60,000 active-duty women in the Navy today and countless others who served throughout naval history, October 13 was not only the Navy's 215th birthday, it was the day a bronze bas-relief sculpture was dedicated to honor all Navy women, past and present, at the Navy Memorial in Washington, D.C.

This bronze bas-relief is the second of 22 sculptures that will be added to the outside of the Memorial and the first to be fully funded. Designed by artist Serena Litofsky, the sculpture depicts officers and enlisted women working on the bridge of a ship. The Women's Officers' Professional Association and the Navy Women's National Convention Association campaigned to raise $50,000 for the sculpture.

Principal speaker at the dedication ceremony was RADM Roberta L. Hazard, the nation's highest-ranking, active-duty woman officer and director for personnel readiness and community support on the staff of the deputy chief of naval operations at the Bureau of Naval Personnel. Hazard praised the many historic contributions patriotic women have made, from the War of 1812 to the present. As a career Navy woman, she expressed her delight in the changes and expansion of women's opportunities.

"We have come to accept as increasingly commonplace — women in aviation; women as doctors and dentists; women at sea — both enlisted and officer; women in command of shore installations, aviation squadrons and ships at sea; women as warrant and limited duty officers — experts in their field; women as flag officers participating in the search for pathways to peace and security; and women as astronauts pressing the very boundaries of space."

The sculpture, honoring all Navy women past and present, will be on display at the Navy Memorial. The artwork was dedicated on the Navy's 215th birthday.

Hazard expressed those overall contributions in the meaning of the sculpture for all Navy women.

"I wish somehow we might capture the diversified background of our Navy women — past and present, enlisted and officer. I wish we could depict the gamut of races, nationalities and religions we have represented, the diversity of our talent and the varied ways in which that talent has been applied on behalf of this wonderful country and our great Navy. But we can't.

"Tapestries are hard to make in bronze. And so, as you will see, we have elected to capture the essence of women's service in a depiction that the American public will identify as quintessentially Navy — namely service at sea aboard ship.

"To those women, both enlisted and officer, who may find that the depiction does not capture your activity in the Navy or mine, let me say that it does capture what the Navy is about and the undeniable fact that women have supported and facilitated, both directly and indirectly, the Navy's mission of peace-keeping and war-winning at sea throughout history."

Work continues on the 20,000-square foot Navy Memorial Visitors' Center which is scheduled to open later this year. □

St. Germain is the editor of Navy Recruiter *magazine.*

An artist's perspective

Story by JO1 Annabelle St. Germain

When sculptor Serena Litofsky was commissioned to do a bronze bas-relief depicting women in the Navy, she took her camera and traveled to Norfolk with two retired Navy women to find out what women in the Navy do. What Litofsky found was the diversity of Navy women's jobs.

"I found women diving, flying, swabbing floors and scraping walls. We didn't know exactly what we were going to do. What I was looking for, as I took the pictures and asked them [Navy women] questions, was something that would click — that would represent all women," Litofsky said. "We wanted to show women on the job — integrated as equals in the Navy."

Things began to click for Litofsky when she boarded a submarine tender, USS *Emory S. Land* (AS 39), which is 40 percent "manned" by women. On the bridge she saw women and men working together.

"I felt that this view of women on the bridge of a ship would be acceptable to most women," Litofsky said. "I believe the women retirees who could not go on a ship would have approved."

And they did approve. Women like retired CDR Ruth L. Erno, the chairman of the memorial dedication committee, was one of the retirees who accompanied Litofsky on her Norfolk trip. Erno, who joined the Navy in 1942, said, "To me it's very thrilling. It's like having a baby — to see it become a reality."

Retired Chief Petty Officer Lois Brown also entered the Navy in 1942 and is a plank owner of the Navy Memorial. "I thought it was really remarkable," She said. "I wasn't allowed to go on a ship except when it was in dry dock. It's beautiful. It's more than a memorial — I think it should be an incentive. In my day we didn't have all the opportunities women have now. Our group paved the way. I love the Navy. If I could go back tomorrow to do something for it I surely would," Brown said.

RADM Roberta L. Hazard, the nation's highest-ranking, active-duty woman naval officer and director for personnel readiness and community support on the staff of the deputy chief of naval operations at the Bureau of Naval Personnel, praised Litofsky's genius during the dedication ceremony and described her work as a labor of love.

Litofsky majored in art at the University of California at Los Angeles and has a Master of Fine Arts in sculpture from The American University. She is married and has four grown children. In her Maryland studio, Litofsky works in stone, plaster, clay, wax and all organic materials which she feels are best in constructing natural form.

Litofsky said she felt "tuned in" to the women in the Navy theme because of her work as a sculptor — a traditionally male-dominated profession which she broke into with some difficulty. "It requires a lot of upper body strength and strong hands," she said. "My hands are small, but they're very capable."

Pleased to do the sculpture because she really admired the women she met, Litofsky said, "I liked their lifestyles and the choices they had made, and if I were younger, I'd consider doing the same thing."

Litofsky is currently working on another bas-relief for the Navy Memorial to represent the Navy's role in Vietnam. She said it would probably be ready for dedication by summer. □

St. Germain is the editor of Navy Recruiter *magazine*

Desert Shield/Storm Chronology

Jan. 1 - USS *Missouri* (BB 63) arrived in the Gulf of Oman.

USNS *Mercy* (T-AH 19) recorded 1,000th helicopter landing.

Jan. 2 - Six anti-ship mines discovered floating in Gulf during December, all destroyed. Investigation of origin/date of deployment continues.

Jan. 4 - Spanish frigate intercepted and diverted Soviet-flagged cargo ship *Dimitriy Fermanov* in Northern Red Sea. Navy personnel from USS *Mississippi* (CGN 40) discovered improperly-manifested military equipment on board.

Jan. 6 - USS *Saratoga* (CV 60) transitted the Suez Canal en route to Red Sea for the fifth time, a record canal transit by any Navy ship during a single deployment.

Jan. 9 - Anti-ship contact mine discovered in Arabian Gulf, the 9th in last week. USS *Missouri* explosive ordnance disposal team retrieved, destroyed.

Jan. 10 - Eight-ship Amphibious Task Force entered Arabian Gulf to conduct routine operations, led by USS *Nassau* (LHA 2), task force carries complement of nearly 10,000 sailors and Marines.

Jan. 12 - U.S. Congress approved joint resolutions authorizing the use of force against Iraq.

USS *Ranger* (CV 61) carrier battle group arrived on station in the North Arabian Sea.

Amphibious Group 3 (with 5th MEB embarked) arrived in the Arabian Sea. Eighteen ships joined the main amphibious group to create the largest task force since the Korean War.

USS *Midway* (CV 41) carrier battle group re-entered the Arabian Gulf.

Jan. 14 - USS *Theodore Roosevelt* (CVN 71) carrier battle group transitted the Suez Canal and arrived on station in the Red Sea.

Jan. 15 - USS *America* (CV 66) carrier battle group transitted the Suez Canal and arrived on station in the Red Sea.

USS *Ranger* (CV 61) carrier battle group arrived on station in Arabian Gulf.

Navy ship strength in region - 108.

Seventeen anti-ship mines discovered in Arabian Gulf since Dec. 21, 1990. Sixteen are believed to be of Iraqi origin.

Jan. 16 - At 7 p.m. (EST), the White House announced that, "the liberation of Kuwait has begun." The offensive action against Iraq, code named Operation *Desert Storm*, was carried out under the provisions of 12 U.N. Security Council resolutions and resolutions of both houses of the U.S. Congress. Following President Bush's address to the nation, Secretary of Defense Dick Cheney and JCS Chairman Army Gen. Colin Powell announced hundreds of U.S./coalition air strikes on missile and anti-aircraft targets in Iraq and Kuwait to, "destroy Saddam Hussein's offensive military capabilities." Cheney reported, "initial attack appears to have gone very, very well."

Jan. 17 - Powell reported *Tomahawk* cruise missiles, "were extremely effective." Iraqi *Scud* missile fixed-sites destroyed, targeting *Scud* launchers; Iraqi planes destroyed, but "Iraqi Air Force is still intact." The United States engaged in air-to-air battles with Iraqi aircraft; Iraq fired multiple SAMs and anti-aircraft artillery with little or no effect; Iraq's elite Republican Guard units were attacked in Iraq and Kuwait; focus was on disrupting/destroying command and control network.

Jan. 18 - USS *Nicholas* (FFG 47), in operations with U.S. Army helicopters and a Kuwaiti patrol boat, engaged and neutralized Iraqi forces firing on coalition aircraft with anti-aircraft artillery and shoulder-fired SAMs from 11 Kuwaiti oil platforms in the Northern Arabian Gulf. Five Iraqis are killed, 3 wounded and 23 taken as POWs.

Jan. 19 - Navy A-6s and A-7s successfully deployed a Stand-off Land Attack Missile against an Iraqi target for the first time, and a submarine is deployed to fire a *Tomahawk* cruise missile for tbe first time in war.

DoD announced the deployment of European-based U.S. *Patriot* surface-to-air defensive missiles, with American crews, to Israel to assist defenses against *Scud* missiles.

Jan. 21 - The United States warned Iraq will be held accountable for mistreatment of American prisoners of war after Iraq announced captured Americans will be placed at strategic target sites as "human shields."

USS *Theodore Roosevelt* carrier battle group arrived on station in the Persian Gulf region.

Jan. 23 - SecDef Cheney and JCS Chairman Powell assessed the first week of Operation *Desert Storm*: Objectives are being achieved and campaign has achieved air superiority over Kuwait and Iraq; two of Iraq's operating nuclear reactors have been destroyed and Iraq's ground radar/air defenses are being neutralized. Air-to-air engagements are no match. Iraq still has significant military capability and may be "hunkering down." Iraqi responses expected include air strikes, more Scuds, ground attacks or terrorism. The air campaign will continue as part of overall land, air and sea campaign — the goal being to "cut off the Iraqi army and kill it."

Jan. 24 - U.S. Navy A-6s attacked and destroyed an Iraqi *Spasilac* minelayer. An A-6 sank an Iraqi *Zhuk*-class patrol boat and another Iraqi minesweeper hit an Iraqi mine while attempting to evade A-6 fire. Twenty-two survivors were taken from the sea by a helo from USS *Curts* (FFG 38), near the island of Jazirat Qurah and the island was reclaimed.

In the first air-to-air engagement between Saudi Arabian and Iraqi aircraft, a Royal Saudi F-15 downed two Iraqi F-1s armed with *Exocet* anti-ship missiles and bombs.

Jan. 25 -Iraq dumped several million barrels of oil into the Persian Gulf from the Sea Island crude oil tanker loading terminal, off the coast of Kuwait. Described by DoD as "an act of environmental terrorism," the spill is approximately 20 miles long, 3 miles wide, 3 feet deep and threatens to foul the intakes of Saudi Arabia's desalinization plants as well as the Gulf.

Jan. 26 - DoD announced 20,000 sorties have been flown as the air campaign's focus shifts from strategic interdiction to battlefield preparation, with targeting on military storage facilities, military production facilities, Republican Guard troop fortifications and *Scud* launchers.

DoD announced that at least a dozen Iraqi MiG-29s, F-1s and a dozen transport aircraft landed in an undisclosed location in Iran, a declared neutral country.

- An estimated 120 million gallons of oil continued to spew into the Persian Gulf from the Sea Island Terminal, and the oil slick is now 31 miles long and 8 miles wide. OASD(PA) Pete Williams refuted Iraqi allegation that the United States or coalition members sabotaged the facility and caused the spill.

U.S. Marines staged the biggest artillery attack of the war, firing a battery of 155-mm Howitzers at Iraqi troops six miles inside Kuwait.

Enemy Prisoners of War update: 110 in U.S. facilities awaiting processing to Saudia Arabian EPW camp.

Jan. 27 - DoD announced that U.S. Air Force F-111s attacked pipelines feeding the Sea Island Terminal with GBU-15 laser-guided bombs to stem the flow of oil into the Persian Gulf.

Jan. 28 - The status of seven U.S. air crewmen has been redesignated from Missing to Prisoner of War.

- DoD announced that a total of 80 Iraqi aircraft have relocated to Iran. Aircraft ferrying was characterized as "possible defections" as a consequence of air campaign that has achieved air superiority and neutralized Iraqi counterattack.

Jan. 29 - U.S. troops number more than 490,000. More than 27,000 sorties have been flown as air campaign targeting priorities continued to be command and control, airfields, *Scud* locations, lines of communication, Republican Guard areas and battlefield preparation.

In the first major ground confrontation, Iraq mounted a four-pronged raid across the Kuwaiti border. Near Al Wafra, U.S. and coalition forces engage a mechanized battalion with *Cobra* gunships and fixed-wing aircraft, and repulsed the attack — 10 tanks destroyed, three light armored vehicles lost. North of Ras Al Khafji, just before midnight, another Iraqi battalion crossed the border. U.S. AC-130s and *Cobra* helicopters destroyed four tanks, 13 vehicles. Fighting continued for control of Khafji through the night. Forty more Iraqi tanks crossed the border, and engaged U.S. Marine light armored infantry. Attack was repulsed, but 11 Marines were killed in action, the first ground-combat casualties of the operation.

U.S. Marines of the 13th Marine Expeditionary Unit deployed from USS *Okinawa* (LPH-3), assaulted and captured Umm al Maradim Island, 12 miles off the coast of Kuwait. Marines planted the Kuwaiti flag, and destroyed anti-aircraft weapons and artillery stored on the island. This is the second island reclaimed for the Kuwaiti government by the coalition.

The fire at the Sea Island Terminal was extinguished and the oil flow has stopped.

USCentCom officially began the first transfer of 36 Iraqi EPWs to Saudi Arabian control.

Jan. 30 - DoD categorically summarized operational status:

Targets: Twenty-six leadership targets have been struck with 60 percent severely damaged or destroyed. One-fourth of Iraq's electrical generating facilities are inoperative, 50 percent adversely affected. Twenty-nine air defense systems have been hit by more than 800 sorties.

Air-to-air combat: Twenty-nine Iraqi aircraft have been destroyed with no coalition losses.

Airfields: Thirty-eight of 44 targeted airfields have been bombed in more than 1,300 sorties (some multiple strikes). At least nine airfields are inoperative. More than 70 hardened aircraft shelters have been destroyed, forcing Iraqi aircraft to hide in residential areas, move to roads or fly to Iran.

Bridges: Thirty-three of 36 targeted bridges have been bombed in more than 790 sorties. Kuwaiti theater of operations have been isolated by strikes on railroad and highway bridges. Iraq's resupply efforts have been degraded from 120,000 to 2,000 tons a day.

Strategic locations: All 31 targeted nuclear, chemical and biological facilities have been attacked with more than 535 sorties. All nuclear facilities have been destroyed. More than half of the biological and chemical facilities have been heavily damaged or destroyed.

Republican Guards: Elite forces have been the target of about 300 air sorties daily.

Naval operations: Navy sorties total more than 3,500 from six carriers and more than 260 *Tomahawk* cruise missiles have been launched. Iraqi naval operations have been severely degraded.

Scuds: - Thirty fixed sites and all major Iraqi missile production facilities have been destroyed. *Patriot* missiles have engaged 33 *Scuds* — all destroyed.

After a protracted battle in Ras al Khafji, Iraqis were forced out of the town with the help of U.S. Marine *Cobra* gunships.

Approximately 60 enemy vessels have been sunk or damaged.

Jan. 31 - DoD announced that more than 30,000 sorties have been flown.

Naval combat air patrols, surface surveillance, strike and mine search operations continued. Thirty-seven mines have been located and destroyed.

Waste not ... want not

Navy commands turn solid waste into precious resources.

Above: A tractor trailer holds 15,000 pounds of aluminum cans awaiting recycling at Norfolk's Naval Base. Top right: Plastic is baled for recycling. Right: Crews sort through piles of garbage.

Story by JO1 Chris Price

Recycling is quickly becoming a common occurrence, and all Navy commands and activities will soon be required to start recycling scrap metal, high-grade paper, corrugated containers (boxes) and aluminum cans.

According to Gary Edwards, the hazardous and solid waste program manager for Naval Facilities Engineering Command in Alexandria, Va., "The Navy is facing a potential crisis in solid waste disposal. Landfills are closing, and costs for disposal are increasing."

The amount of solid waste generated by the Navy has increased from 158 million tons in 1986 to 181 million tons in 1988. The Navy doesn't want to be in the landfill business — the least desirable method for disposal of solid waste. We have started closing Navy-owned landfills wherever possible, recycling or incinerating all applicable waste, and then using local community landfills for the remainder.

Recycling is now mandatory in 30 states, and the federal government will add new solid-waste management criteria with this year's reauthorization of the Resource Conservation and Recovery Act. In addition, a revised OpNavInst 5090.1A highlights the Navy's Environmental and Natural Resources Program.

Navy personnel worldwide are taking giant steps to clean up and preserve the environment. Fleetwide involvement in environmental projects, such as Earth Day held in April 1990, are positively affecting the appearances of bases, oceans, lakes, streams and even entire cities. Increased Navy awareness through education, plus the willingness of command personnel to assist in even the smallest effort, is starting to pay off both environmentally and financially.

Already, commands are seeing additional funds in their Morale, Welfare and Recreation budgets simply from collecting recyclables such as cans, scrap metals, paper, glass and an assortment of other items.

Families residing in some Navy housing areas have also been asked to come up with innovative ways to reduce the amount of waste generated by individual households. The 600 military families living in base housing at Naval Air Station Brunswick, Maine, separate paper, cardboard and glass in individual containers picked up by contractors. Housing Director Rich Howard sends out monthly newsletters asking residents to participate in the recycling effort.

"There has been little enforcement involved with the program," Howard said. "Everyone has been more than willing to do their share as responsible citizens."

Air station commands are involved in recycling. "We have four dumpsters on base that are specifically used for cardboard," said Cheryl Spencer, the facility's support service contract manager-in-charge of recycling cardboard. "The only difficulty now is getting people to take the plastic and stuffing out of the cardboard boxes."

Brunswick's goal is to lengthen the life of its landfill, preserve the environment and eventually save money through the sale of recycled materials.

The Defense Reutilization and Marketing Service, a worldwide organization within DoD, works with military activities that have ongoing recycling programs, helping them identify and segregate DoD recyclables for a larger dollar return. DRMS sells the material, and returns 100 percent of the proceeds to the originator.

Photo by JO2(AW) Sanford Palmer

Photo by JO2(AW) Sanford Palmer

Photo by JO3(SW) Robert Shunk

Photo by JO3(SW) Robert Shunk

Individual concerns of Navy personnel contribute greatly to the worldwide environmental effort.

Before opting to dispose of items through qualified service contractors, DRMS first considers reusing them within DoD or other federal activities, donating them to qualified recipients or selling them to the general public. DRMS offices worldwide receive more than 12,000 items of excess military equipment each workday.

A common misconception about recycling occurs when people think that recycling entails only collecting and turning in materials for reuse or profit. This step is only part of the process. Because the Navy uses a tremendous amount of paper, creating an enormous waste stream that ultimately ends up in a landfill, many commands have begun purchasing recycled paper.

While recycled paper costs more now, its cost is expected to diminish once a market is established for this paper. Recycling statistics indicate that the production of 1 ton of recycled paper uses one-half the energy and water as paper from virgin pulp, creates 75 percent less air pollution, creates 35 percent less water pollution, saves 17 pulp trees, reduces solid waste going to landfills and creates five times more jobs in producing it.

The U.S. Environmental Protection Agency favors the purchase of paper products such as scratch pads, computer paper and envelopes made from recovered materials. The EPA also provides the Navy with a list of mills and vendors of recycled paper.

During the spring and summer of last year, it wasn't unusual for personnel aboard Naval Air Station Jacksonville, Fla., to see Commanding Officer CAPT Kevin F. Delaney decked out in dungarees and digging in dirt, helping his people plant nearly 15,000 trees and shrubs. Delaney, known locally for his exuberance in everything he does, has dedicated himself to improving both the environment and the quality of life for sailors assigned to the air station.

At the core of his Environment and Quality of Life Improvement Program is a recycling center, where four full-time personnel collect materials such as computer cards, computer paper, newspaper, aluminum and steel cans, pallets, sonar buoy casings, plastics and car batteries.

The heavier metals are recycled through their local DRMO. Brig prisoners sort computer cards and paper, and temporary duty personnel do daily pickups at the center. Commands delivering materials to the center get tickets provided by MWR for drawings for round-trip air vacations anywhere in the United States, bowling passes, free meals and free golfing.

During the first year of operation, 9,500 station personnel recycled more than 2,000 tons of material, resulting in a $350,000 income to the base. This year's waste hauling contract cost the government $20,000 less than last year's — a direct result of recycling. Jax's 1990 recycling efforts yielded $400,000 that went to the base recreation program. Funded were an expansion to the child care center, where a "Wee Can" recycling project exists; two base picnic parks and a recreational vehicle campground for 30 vehicles.

"We're getting everybody involved," said Delaney of his 20,000 active-duty military, retirees and civilian personnel on board. Delaney's recycling center was built adjacent to the auto hobby shop, making it convenient for anyone who wants to junk a car — a $60 profit to the base — to do so.

Naval Construction Battalion Center, Gulfport, Miss., also collects aluminum, silver, scrap metal, newspaper and white paper for recycling. Personnel are awarded cups, T-shirts and jackets based on every 200 pounds brought in for recycling. A thousand pounds of material earns a T-shirt, and 1 ton of material earns a jacket. NCBC's MWR department rewards participants with MWR Recycling Coupons which can be used at MWR-sponsored base activities.

LT David Horne of Naval Amphibious Base, Little Creek, Va., was tasked by his commanding officer to begin a recycling program — so he visited NAS Jacksonville for some ideas. Horne was given a $55,000 grant which he used to purchase 2,200 bins for the installation's curbside collection program, a 22-foot collection trailer, processing equipment for cans, glass and cardboard, and large plastic domes with compartments for recyclable materials.

Horne has trained 15,000 base personnel to separate their recyclable materials. "We're the first naval installation in this region to have a full recycling program," Horne said. "We're setting the pace here right now. Recycling benefits the base by saving landfill disposal fees and by raising

money through the sale of recyclable materials."

Naval Weapons Station Charleston, S.C., has a unique method for collecting scrap aluminum and copper in its housing department. Aluminum siding, carport trim, copper flashing and other recyclable materials are removed from houses undergoing renovation and carried to a common laydown site. The material is loaded into segregated containers and sold to the highest bidder determined by telephone bids solicited on the day of the expected sale.

Recycling at the weapons station is an important fund-raising process for improvements and additions to MWR facilities. Profits from its aluminum can collection allowed a youth soccer team to attend an out-of-state tournament with all expenses paid.

Recycling railroad track is the weapons station's largest on-going effort. Removal of railroad track is contracted out, based on the length of the rail taken up, including all associated hardware – spikes, tieplates, switches and bumpers.

The station also collects scrap brass from ammunition shell casings found on the firing range. Spent shotgun shells are sold to local gun shops for reloading. Additional income is generated from scrap lead found in the worn out batteries from golf carts, trucks, cars, buses and forklifts. Once collected, the materials are placed on pallets and banded for transport to a local buyer.

According to Edwards at NavFac, the ideas mentioned above have become part of everyday practice for Navy personnel and base housing residents.

"Source reduction and recycling is a part that each of us can play in protecting our environment," he said. "By working together, we can realize our goals and turn solid waste into a resource." □

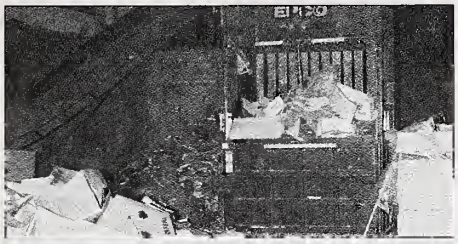
Price is a staff writer for All Hands

Growing problem, aggressive approach

Story and photo by JO2(AW) Sanford N. Palmer

Naval Base Norfolk's aggressive Resource, Recovery and Recycling Program reached new heights in its battle against trash. The base was overwhelmed by the amount of trash accumulated each week and sought a way to minimize this waste. In 18 months, the base has saved $800,000 by reducing the amount of waste.

"Naval Base Norfolk is committed to reducing solid waste by saving resources, recovering materials that can



be reused and recycling all applicable materials," said J.J. Hoyt, Norfolk's recycling programs manager.

The majority of commands, including ships, located at the complex participate in the program. The program handles everything from aluminum cans, paper, plastic and glass to corrugated cardboard and mixed metals. The rubbish is channeled through two processing centers – the sort-floor facility, a converted incinerator plant used to sort through garbage, and the aluminum recovery facility – to be separated, baled, boxed or crushed.

Plastic collected in Navy housing is baled at the aluminum recovery facility. Office paper is collected and delivered by local commands to the sort floor. Glass and glass bottles are collected on base from the club system, crushed into small pieces to reduce transportation costs, then shipped.

But the main source of trash is the numerous garbage dumpsters located on base. Trucks bring the dumpsters to the sort-floor facility where two shifts of civilian contractors work 18-hours-a-day, six days-a-week. Trucks pull into the facility every 15 minutes throughout the workday. As they enter the open bay and dump their loads, crews sift through the trash, sorting and separating the rubbish into various piles for further processing. As each load is dumped, crews work feverishly through the piles, a process repeated 60 times a day. They handle 3,500 cubic yards of trash daily.

At the aluminum recovery facility, cans, glass and plastic are crushed and compacted in preparation for shipping. Some of the plastic from the base was recycled into picnic benches, now located around the base, as part of the installation's beautification program.

The totals for Norfolk's recycling efforts are staggering. As much as 25 million pounds of trash were handled in the first year of the program; 5.7 million pounds of mixed metals were handled in 1990; 300,000 pounds of cardboard are recycled monthly; and every 10 days, a tractor trailer containing 15,000 pounds of crushed aluminum cans is sent to a company in Memphis, Tenn., for recycling.

The base has surpassed goals set by DoD and federal and state directives governing the amount of trash required to be recycled. They've recycled 28 percent of their garbage, and in so doing, surpassed a DoD goal of 10 percent yearly by 1992, and the state of Virginia's goal of 25 percent by 1995. After a mechanized garbage plant is built, the base expects to recycle 40 percent of its trash. □

Palmer is attached to the public affairs office, Naval Base Norfolk.

Spotlight on excellence

Master chief has much in store

Story by JO3 Laura Krugman

"A person can go as far as he or she wants in the Navy, and don't let anyone tell you they can't," said Master Chief Ship's Serviceman (SW) Cheryl Harris in May 1987 after she made senior chief in only 12 years.

Now, those words continue to hold true for the 33-year-old sailor who recently donned master chief anchors during a frocking ceremony held on board the Charleston, S.C.-based submarine tender USS *Holland* (AS 32). Wearing the rank of master chief in just 15 years is an outstanding achievement in itself, but with the promotion Harris also became the first woman master chief ship's serviceman in the Navy — a milestone she strived for.

"It's been one of my goals since I made E-8," Harris said. "I wanted to be the first E-9. There were two of us up for it, and I knew the other SHCS was a very strong contender. So, I just worked hard for it and was very happy to make it."

Harris is the leading chief petty officer of S-3 Division on board *Holland*. Overseeing the operation of two barber shops, two ship's stores, the laundry, dry-cleaning and the vending machines are her primary duties, as well as maintaining the division administratively. But a "go-getter" like Harris doesn't keep her leadership talents strictly within the boundaries of S-3.

"She's an outstanding example for women on the ship," said LCDR John Higgins, *Holland*'s assistant supply officer, commenting on Harris' fast promotion. He also noted her qualification as an officer of the deck in port and Enlisted Surface Warfare Specialist, as well as her role as one of the ship's fire marshals and repair locker leaders. "It shows the confidence the command has in her ability," he said.

Harris' husband Richard, a retired chief yeoman, has been a major supporting factor in her climb up the Navy ladder, along with her two children. She feels that having a successful career and close family ties go hand-in-hand.

"As an 'SH', I've been fortunate in having a well-rounded career, from starting out in a commissary and exchange to the staff at the Navy Resale and Services Support Office Headquarters and then going to sea on *Holland*.

"Of course, sometimes it can be frustrating," she said. "But my husband and kids are very supportive of me, and we all get through it. When I made master chief, Richard was as pleased as if it had happened to him."

Harris was also a key player in *Holland*'s successful performance during a supply management inspection conducted last year. "Morale in her division is high," Higgins said, "and people work harder because of the high standards she sets."

Ultimately, Harris would like to be in charge of the ship's serviceman's "A" school in Meridian, Miss., or stay in Charleston and be a member of the fleet assistance team providing support to other ships' S-3 divisions. No matter where her path may lead, Harris hopes to continue to better herself and be a role model, not only for women, but for all sailors working through the ranks.

"In the 15 years I've been in the Navy, it's been obvious that roles are opening up for women," she said. "What I'd like to tell those coming up is just don't be discouraged if you don't achieve something the first time — and don't be afraid to ask questions if you don't understand something.

"Just keep working hard and go for it." □

Krugman is assigned to USS Holland *(AS 32) public affairs office.*

U.S. Navy photo

U.S. Navy photo

Above and below left: Being the first female master chief ship's serviceman in the Navy makes SHCM(SW) Cheryl Harris a role model for all young sailors working their way up through the ranks. She is seen here with SHSN Araceli Reyna in *Holland*'s ship store.

Bearings

*Harrier*s take off, land on *Guadalcanal*

The attack jet approaches the amphibious assault carrier USS *Guadalcanal* (LPH 7) astern and lines up. Gear down and flaps set, the barrel-chested aircraft aligns its nose with the bright yellow line painted down the left side of the flight deck.

Crewmen watch as the jet floats to a stop in mid-approach and then begins its unnatural vertical descent for a landing on the flattop. With a solid thump, the plane hits the deck and the massive engine quickly winds down.

Below decks, other men uncover their ears as the scrape of chains and the thudding boots of running men race above.

The rattle and roar of the AV-8E *Harrier* "jump jets" filled all the passageways of "Guad" Oct. 22-26, 1990, as Marine Corps pilots flew deck landing qualification takeoffs and landings.

As *Guad* sailed off the North Carolina coast, the jets flew in from Marine Corps Air Station Cherry Point to help familiarize the pilots and crew with the operation of the aircraft.

"It's actually easier to work with *Harrier*s than helicopters," said Aviation Boatswain's Mate (Handler) 1st Class Justin Allen. "When they land, PriFly [Primary Flight Control] does all the talking to them, you just watch. Moving them around the deck and getting them off [it] is the hard part."

Allen, a landing signalman, explained the process involved with helping *Harrier*s take off. A landing signalman "checks their vents and flaps, winds them up, checks them again, and lets them wind down. Next, a 'blue shirt' [an aircraft handler] holds up a small chalkboard giving the pilot weather and wind information. The pilot salutes, you swing your arm forward and they're gone."

*Harrier*s use water vapor injected into their engine's exhaust to build thrust. The added punch is unleashed through swiveling vents located along the fuselage, on the ends of the wings and in the nose section. The unique design allows the jet to land or takeoff vertically and then fly forward like conventional aircraft. ■

— Story and photo by JO2 M.L. Montague assigned to USS Guadalcanal *(LPH 7) public affairs office.*

Marjorie Sterrett kin on board award winner 'Big E'

When the aircraft carrier USS *Enterprise* (CVN 65) was named a winner of the Marjorie Sterrett Battleship Fund Award, at least one crew member knew it was an accomplishment he would never forget.

Airman Thomas Raun, a member of *Enterprise*'s flight deck division, is the great-grandson of the award's namesake, Marjorie Sterrett.

"When I first heard the announcement that the ship won the award, I couldn't wait to tell everyone that it was named after my great grandmother," said the 20-year-old Raun. "But when I went into the berthing compartment to tell all the guys, they didn't believe me. I had to show them copies of old newspaper clippings to prove I wasn't making the story up."

The clippings told the story of 13-year-old Marjorie Sterrett and the now infamous letter she wrote to the editor of the *New York Tribune* in 1916. This letter became a symbol of America's preparedness effort:

"Mama gives me a dime every week for helping her. I am sending you this week's dime to help build a battleship for Uncle Sam. I know a lot of other kids would give their errand money if you would start a fund."

Marjorie's idea swept across the nation. Spearheaded by the *New York Tribune*, more than 100 newspapers from coast-to-coast ran the letter. Nearly 1.6 million Americans, mostly children, sent in their dimes. One of the most notable contributors was Theodore Roosevelt, who not only contributed a dime for each of his grandchildren, but also an additional 60 cents for six grandchildren "not yet born."

Now, nearly 75 years later, an award in the name of that patriotic little girl is presented annually to a Navy ship on each coast which displays the highest degree of operational readiness.

"I am very proud of what she did," smiled Raun. "It's a really neat feeling to be able to say that an award my ship has received is named after a relative — I don't think anyone else can say that." ■

— Story by JOSN Donald Kennedy assigned to USS Enterprise *(CVN 65) public affairs office.*

Bearings

Typhoon rips up Philippines, joint effort restores region

During the early hours of Nov. 13, before the normal flurry of activity could get under way at Cebu City, Republic of the Philippines – a major tourist attraction and shipping center – *Typhoon Mike* made landfall with 140-knot winds and heavy rain. In its wake, boats were capsized, power lines downed, and half a million islanders suddenly became homeless.

The loss of power meant no water was available to residents, since the water system relied on electric power. Damage to Mactan Bridge, linking the cities of Mactan and Cebu, meant alternate transportation measures had to be undertaken by ferrying people and supplies on the water until the bridge could be repaired. Hospitals had no power. People needed water. Even the American Consulate in Cebu was unable to communicate with the outside world for nearly 30 hours following the typhoon's impact.

"That's why the governor of Cebu asked for United States emergency assistance," said American Consul Mary Amaral. "The U.S. Navy brought in linemen to assist the Visayan Electric Company in getting the power back up as soon as possible. The cooperation was more than anyone expected. The spirit, willingness and determination of the people behind the effort overcame transportation, communication and other obstacles we faced."

The people behind the effort included Filipino civilian electricians and Seabee reservists from Naval Station Subic Bay Public Works. The Seabees were transported down to Cebu aboard the amphibious transport dock, and "mother ship" of the entire operation, USS *Duluth* (LPD 6).

"We all worked well together," said Chief Construction Electrician Brian Lamo, the Navy crew leader for the electrical repair team. "People were being extremely courteous and helpful." The bright yellow repair trucks the team drove caught the attention of many Cebuanos, who were curious about the workers' progress.

"We told them this was a big job and will take some time to get done," Lamo said. "But the guys enjoyed it because it gave them a chance to do real line jobs and help the people of the city."

Duluth's chaplain organized another group of volunteers from the ship to help rebuild the roof of the Cebu City Medical Center. The ship also dispatched amphibious landing craft and three smaller "Mike" boats to assist in ferry operations, especially for vital materials and fuel trucks needed on Cebu.

"The crew and those attached to us are upbeat about helping out," said

CAPT John C. McKinley, *Duluth*'s commanding officer. "Now we have an opportunity to be a part of this humanitarian effort."

Along with the island's restoration effort, hundreds of books were donated to local schools through the Ramone Aboitiz Foundation and Project *Handclasp*. "We'd like to extend our gratitude on behalf of all the Cebuanos," said RAF President Roberto Aboitiz. "For those who could not afford what has been donated, this fills a void."

As power was restored, street by street for residences and businesses, Cebu and Mactan people looked forward to the next group of tourists to arrive, the next shipload of merchandise to transit their ports, and for life to return to normal, thanks to the Navy answering the call for help.

Cebu Governor Emilio R. Osmena responded to Americans working hand-in-hand with Filipino authorities and technicians by saying, "This is a significant area where the historical friendship of our two peoples is clearly manifested." ■

– Story and photos by JO2 Roger Dutcher assigned to 7th Fleet public affairs.

Above: Seabees called in from Reserve units string power lines in a residential area of Cebu. Left: Public Works Center's Filipino civilians and Seabee reservists combine efforts to upright poles and cables to restore power to Cebu City.

Bearings

"Firehawks" fly primary mission in support of *Desert Shield*

Members of Naval Air Reserve Point Mugu, Calif., Helicopter Combat Support Special Squadron 5 "Firehawks" have had their sea bags packed for months, with gear loaded on pallets and aircraft standing by, waiting for the call to load up and move out.

"We were the first Naval Reserve Force squadron to receive orders to Operation *Desert Shield*," said HCS 5 Commanding Officer CDR Charles A. Erickson before departing with Detachment 1 for the Persian Gulf. "Along with our sister squadron, the HCS 4 'Red Wolves,' we are the only Navy assets, regular or Reserve, whose primary mission is to provide a dedicated combat search and rescue capability for Operation *Desert Shield*. Our deployment highlights the important and integrated role the Selected Reserves play in today's overall military force structure.

"The 'Firehawks' possess a unique combination of assets," Erickson explained. "We operate the most modern helicopter in the Navy inventory, and our air crews have the highest level of experience in the CSAR mission. We fly the Sikorsky HH-60H aircraft, and with these birds of prey, we fly under the cover of darkness, through rugged terrain or over flat desert, to retrieve downed pilots. We are ready and well-prepared to perform our mission."

Erickson said the role of reservists grows in importance to the area as more troops are deployed to the Middle East. He also said that support for the operation comes from every conceivable direction.

"We are supporting the troops in the Persian Gulf with this detachment, and we receive the support of the staff still at Point Mugu," he said. "And our families support us 100 percent." ■

— Story by J.L. Bright, public affairs officer, Helicopter Combat Support Special Squadron 5, Point Mugu, Calif.

Photo by JO1 J. Parker

HCS-5 "Firehawk" AMH1 William Smith positions an HH-60H helo aboard an Air Force aircraft at NAS Point Mugu, Calif., for deployment to Operation *Desert Shield.*

USS *Wisconsin* displays its firepower to dignitaries

Commander of the Qatari Emiri Air Force Colonel Ahmad Sultan, the U.S. Ambassador to Qatar Mark G. Hambley and several other Qatari and U.S. military liaison officers recently had the chance to visit the battleship USS *Wisconsin* (BB 64) deployed to the Persian Gulf in support of Operation *Desert Shield*.

After a briefing on *Wisconsin*'s capabilities, Sultan and Hambley received an operational overview of the flexibility a modernized battleship brings to the region. As one of several senior allied commanders in the gulf region, Sultan's interest in *Wisconsin* is understandable. The Qatari Emiri Navy is a coastal force made up of corvettes and patrol craft which could rely on *Wisconsin* as an "armored oiler" for refueling and resupplying them.

A *Wisconsin* firepower demonstration followed, including a dramatic display of the dreadnought's capabilities to defend herself against high-speed cruise missiles and aircraft with her close-in weapons system and the ability to put ordnance rapidly on target against both air and surface threats with her secondary battery of five-inch, .38-caliber guns.

But the real highlight of the gunnery exercise was the firing of the *Iowa*-class battleship's nine 16-inch, .50-caliber naval rifles — the largest operational guns in the world. Fireballs spewed as bright as the midday sun and concussions sounded like sonic booms as the main battery guns hurled projectiles weighing as much as a small car 23 miles from the ship.

In an age of telephone diplomacy, Sultan's visit provided an important insight into the battleship's interoperability. ■

— Story by LT Robert D. Raine, public affairs officer, USS Wisconsin *(BB 64).*

Bearings

Seabees *"can do"* spirit wording changes slightly in Gulfport

The anxious young couple stood before Pastor J.T. Wright of the Congregational Christian Church of Weaubleau, Mo. Twenty-year-old Chris Cauthon had tears in her eyes, but it's not unusual for a bride to be misty-eyed at her own wedding. Equipment Operator Constructionman Apprentice Todd Baker, 19, was tense, but a young groom is expected to be a little apprehensive.

What was unusual about this otherwise typical marriage ceremony was that Cauthon and Baker had to part company soon after exchanging vows and saying "I do." Cauthon went home alone to the house they just rented, while Baker left with orders in hand to report to Reserve Naval Mobile Construction Battalion 24, Gulfport, Miss., for 20 days of Special Reserve training in preparation for possible recall in support of Operation *Desert Shield*.

The wedding wasn't meant to be a hurried, last-minute affair. Invitations for family and friends to attend a Nov. 3 church wedding, with all the traditional trimmings, were sent well in advance, and the young Baker couple hoped to have a leisurely honeymoon before Todd returned to work on his father's dairy farm.

However, Saddam Hussein had plans of his own in trying to alter the map of the Middle East, which ultimately affected the young American twosome. After Baker received his orders to report to RNMCB 24 on Oct. 20, the realization of possible separation for months set in and pushed the wedding date up. Cauthon was determined to marry Baker before *Desert Shield* grabbed him first. Consequently, in less than a week, and just hours before departing for RNMCB 24, Cauthon and Baker were hastily married, with hardly time for a farewell kiss, let alone a honeymoon.

CDR James M. McGarrah, skipper of Battalion 24, got wind of the couple's plight and arranged for Baker to have a special weekend pass during the next 20 days in Gulfport. But even though the time was available, the money for a honeymoon was not. That's when the rest of the officers and men of RNMCB 24's "Dixie Doers" decided to help out.

They all pitched in for a honeymoon fund to fly Baker's bride to New Orleans while Baker drove down to meet her for a cost-free weekend stay in a hotel.

Baker learned that the battalion had a well-deserved reputation for getting things done, as evidenced by their receipt of the Navy "E" five times and their efforts on behalf of him and his new wife. He laughed after suggesting, "My new Seabee motto for RNMCB 24 is, 'We build, we fight, I do!'" ■

—Story and photo by JO2 Bob Harvey, public affairs representative for Reserve Naval Mobile Construction Battalion 24.

Naval officer tutors others in fight against illiteracy

We all know illiteracy is a major problem in the United States today, but LT Alexander Weatherall is doing something about it — he's fighting the problem as a tutor for the Henrico County Adult Education Center in Richmond, Va.

"A lot of people take education and the ability to read for granted," explained Weatherall. "When I read in a local newspaper that Henrico [County] was looking for volunteers to teach reading, I felt it would be a good use of my extra time. Now, after 16 months of sticking with the program, I realize that it's rewarding to see a fellow human being reading for maybe the first time in his life."

Weatherall says that teaching is a first for him as well, but he also thinks his outgoing personality helps his students succeed.

"I'm not shy," he admits. "I look for the person's positive side to come out. You have to be enthusiastic to want to learn and show steady progress." Weatherall has taught one man who dropped out of school at age 14. "Now, at 31, this man has taken it upon himself to redress old shortcomings."

Seeing his progress has encouraged Weatherall to stay in the program. "This man is intelligent and extremely motivated," says Weatherall. "There's a box outside the classroom, [marked] 'Don't be wasteful. Throw your cans in the box.' My student saw it, pointed and read, 'Don't be wasteful. Throw your cans in the box.' Sixteen months ago, he couldn't have done that." ■

—Story by JO1 Raul Beaues assigned to Navy Recruiting District Richmond, Va.

Bearings

Navy oceanographic survey team rescues 40 from burning hulk

Forty Indonesians nearly lost their lives while salvaging materials from a ship, grounded on a desolate reef in the Flores Sea, Indonesian archipelago, when it suddenly caught fire. USNS *Harkness* (T-AGS 32) and embarked Oceanographic Unit 5 were surveying the nearby area when they spotted the blazing hulk and came to their rescue.

According to witnesses, the salvage team had cut into the vessel's framework which ignited a fuel-fed blaze that chased the scrap metal hunters to the ship's stern. There they impatiently waited for the return of their supply boat, due back a few days later.

A hydrographic survey launch coxswained by Boatswain's Mate 2nd Class Jeffrey D. Miller was the first to reach the scene.

Billows of smoke rise from a burning cargo ship grounded in the Flores Sea. Oceanographic Unit 5 and USNS *Harkness* rescued 40 Indonesian salvage workers after the blaze chased the scrap-metal hunters to the reef-locked vessel's stern.

Photo by ET3 Crystal Forrider

"We were doing a small boat survey a few miles from the grounded ship," Miller said. "It obviously had been there for a few years, so we didn't expect anyone to be aboard. But at about 11 a.m. we saw smoke coming from the ship and we started joking that somebody was trying to get her underway."

Harkness crew members also saw the smoke and radioed for the small boat crew to investigate by taking a closer look.

"As we came up to the ship we saw 30 or 40 people gathered at the stern," Miller continued. "There was a continuous flame shooting from the ship. The smoke was getting thicker, and we could see the people wanted to get off pretty badly."

As the survey launch neared the ship's starboard beam, salvage workers began leaping into the water to escape the dense smoke. The launch crew scooped up the swimmers and then backed off, fearing a mass exodus that could overload and endanger the

Photo by ET3 Crystal Forrider

Indonesian salvage workers huddle on a cargo ship's stern, waiting to be rescued after the grounded vessel caught fire.

36-foot, specially-designed craft. *Harkness* then launched a personnel landing craft to pick up the remaining salvage workers.

"When they got aboard *Harkness*, they were given mattresses, blankets and food for the transit to Maumere," Miller said. Maumere is located on one of the few islands in the survey area that is large enough to have an airport — and a police station.

"We found out later," Miller added, "after we dropped off the salvage team, the authorities arrested their head man for salvaging on a vessel without the proper permits."

The teams of *Harkness*-Oceanographic Unit 5 and USNS *Chauvenet* (T-AGS 29) Oceanographic Unit 4 have alternated duties of surveying the ocean floors in the Indonesian area since 1978. ■

—Story by PH1 Ted Salois assigned to 7th Fleet Public Affairs.

News Bights

CAPT Michael D. Haskins of Angels Camp, Calif., became the 74th commandant of midshipmen in Annapolis, Md., during a recent change of command ceremony in the U.S. Naval Academy's Dahlgren Hall.

Haskins relieved RADM Joseph W. Prueher, who now commands Carrier Group 1, homeported in San Diego. Both are academy graduates, Prueher with the Class of 1964 and Haskins with the Class of 1966.

Before returning to the academy to become its commandant, Haskins was a postgraduate student at the Naval War College, Newport, R.I. This is the second time that Haskins has returned to the academy. In 1972 he taught in the academy's history department.

In his new position as commandant of midshipmen, Haskins is responsible for the military and professional development of the 4,500-member Brigade of Midshipmen.

* * *

The Naval Research Laboratory, Washington, D.C., has developed a new low altitude/airspeed unmanned aircraft. *LAURA* is a five-year program, funded by the Office of Naval Technology, to address the need for an autonomous plane to carry electronic warfare payloads for long flight endurance at ship-like speeds.

The aerodynamic research involved in developing *LAURA* required the plane to be as small as possible and to fly as slowly as possible over long periods of time. Ideally, the plane could match or complement a ship's speed and path, cruising, for example, at 20 knots. One unique aspect of *LAURA* is that, unlike other aircraft, it takes off and lands faster than it flies.

LAURA can launch, land and fly itself. It can carry reconnaissance, radio link or other electronic payloads that need to be carried off-board ship and yet move with the fleet. Although *LAURA* is an instrument carrier for flight research, it is also designed to meet the tactical requirements of being stored onboard ship and launched out of a small container. *LAURA* has exceptionally good flight performance despite its special constrained package.

* * *

Two naval reservists from Patrol Squadron 65 have been commended by the Federal Aviation Administration for their part in the rescue of some stranded mountain hikers.

LT Michael Sheedy and LT Shawn McCabe were on a squadron flight over Mt. Whitney, Wash., when they received an SOS radio distress signal from an unknown source.

The call indicated there were people stranded somewhere on the vast upper ridges of the mountain. It also gave them a sketchy reference to a lightning strike. Sheedy and McCabe made numerous attempts to contact the stranded group for more specific information, but were unsuccessful. They then contacted the local sheriff's department.

A search and rescue group later found the stranded hikers, who had taken refuge in a metal-covered stone building during a severe thunderstorm. Lightning had struck the shelter, killing one person instantly and injuring many others. Medical personnel stated that all of the hikers had received an electrical shock.

A letter to VP 65 from the Federal Aviation Administration in Palmdale, Calif., said that without the rapid response of Sheedy and McCabe, there would have been further fatalities.

"Thanks to their awareness and vigilance," the letter said, "Mr. Sheedy and Mr. McCabe are to be commended for their part in this successful, lifesaving mission."

* * *

Coastal hydrographic survey ship USNS *John McDonnell* (T-AGS 51) was christened in ceremonies held Dec. 13, 1990.

McDonnell is one of two coastal hydrographic survey ships currently under construction at Halter Marine, Inc., in Moss Point, Miss.

When completed, *McDonnell* will begin collecting bottom depth data in foreign waters. This data will be used by the Defense Mapping Agency for production of bathymetric charts available to mariners worldwide. The ship will be able to collect shallow water data between 10 and 600 meters deep and deep water data down to 4,000 meters. Other capabilities include precise navigation and the ability to launch, tow and recover scientific packages and process data aboard ship.

McDonnell is 208.2 feet long, has a 45-foot beam, and when fully loaded, a draft of 14 feet and a displacement of 2,000 long tons. She has a sustained speed of 12 to 16 knots and a survey speed of 3 to 12 knots. She will carry a civilian crew of 23 with 10 scientists from Commander, Naval Oceanographic Office.

The ship is named for the late CAPT John Richard McDonnell, who was named commanding officer of the U.S. Navy Oceanographic Office in 1971 and supervised its move from Washington, D.C. to the Gulf Coast. □

Mail Buoy

"We were there ...."

Sitting out here in the Red Sea on board USS *Saratoga* (CV 60), I have just read your November 1990 issue of *All Hands*. I was disappointed for the second month in a row in your treatment of the *Saratoga* Battle Group. Nowhere in your magazine could I find mention of *Saratoga*'s Battle Group role in shipping interdiction in the Red Sea. You clearly show USS *John F. Kennedy* (CV 67) transiting the Suez Canal for *Desert Shield*, September 1990 Chronology, but you fail to mention that *Kennedy* was transiting the canal to relieve *Saratoga's* Battle Group.

To give you some facts that you seem not to have, USS *Saratoga* Battle Group made a record-breaking transit of the Atlantic Ocean in early August. We then transitted the Suez Canal for the first time on the 21st of August to relieve USS *Dwight D. Eisenhower* (CVN 69) and to allow her to return home only one week later than planned from a normal deployment. We maintained station in the Red Sea and conducted interdiction/flight operations until we were relieved and transitted the canal for a second time on the 22nd of September. We made one three-day port call in Izmir, Turkey, and then participated in *Display Determination* for the rest of September and the beginning of October. We visited Istanbul, Turkey, for a debrief of *Display Determination* from 14-18 October and then retransitted the canal for a record-breaking third time in one deployment. We have again maintained station in the Red Sea until the present.

As you can see, we have played a large part in Operation *Desert Shield* and we have not received much coverage from your magazine. I can tell you that everyone in *Saratoga*'s Battle Group, from the crew of *Saratoga*, the personnel of Carrier Airwing 17 and the crews of the escort and support ships are of the best quality that the Navy has and deserve all the recognition that you can possibly give them.

— PN1 D.W. Morgan
Strike Fighter Squadron 81 (VFA 81)
FPO Miami, Fla.

We wish to point out a few discrepancies in your article "Corpsman!" in your November 1990 issue of *All Hands*. First, on August 31 when the group of 800 personnel left Naval Hospital Portsmouth, Va., there were already a group of approximately 175 personnel attached to the air detachment and advance party, setting up Fleet Hospital 5.

The air det. and advance party had set up approximately 50 percent of Fleet Hospital 5 prior to the arrival of the main body. These personnel were not all corpsmen. They consisted of Seabees, YNs, PNs, MSs, RMs, ETs, SKs, SHs, MAs, GMs and SNs. These people deserve the same recognition as the corpsmen of Fleet Hospital 5.

Also it should be noted that not all the personnel attached to Fleet Hospital 5 are from Portsmouth, Va. They come from other medical treatment facilities.

We thank you for your article on Fleet Hospital 5.

— Support personnel, Fleet Hospital 5
1st MEF
FPO San Francisco, Calif.

I am writing to you on behalf of the 400- plus dedicated professionals serving on USS *England* (CG 22). I understand the need to keep the *Aegis* mystique in the public eye. I fail to understand why it must be done to the detriment of those who serve on other vessels.

In your article, "Control of the air," November 1990 issue, your writer states that USS *Antietam* was the third variable. My question is who handled the job when she wasn't there? Who set up most of the procedures? Who was the AAWC when *Antietam* was in port? Who spent more time in the Northern Gulf and more time on the leading edge of "harms way?" *England* was there first, was out in front always and her sailors deserve recognition for their contributions.

For a publication to tout that they are for "All Hands," I find it somewhat appalling that you are not that well informed as to what actually happened. You do not have to neglect all "other" hands in order to advertise the merits of those associated with a Navy program. If *Aegis* is all you care about — Change your name to the *Aegis* Banner.

— STCM(SW) R. A. Deisher
USS *England* (CG 22)
FPO San Francisco, Calif.

I was very happy to read the November 1990 issue of *All Hands* especially since it featured the Navy's role in Operation *Desert Shield* both aboard ship in the Gulf and serving with the Marine Expeditionary Force in the desert of Saudi Arabia. I was, however, disappointed that there was little mention of the Seabees throughout the magazine and I'd be willing to bet that any Marine attached to the MEF will attribute to the Seabees' vital role in Operation *Desert Shield*.

Four Seabee battalions, NMCB 4, NMCB 5, NMCB 7 and NMCB 40 were called to deploy in support of Operation *Desert Shield*. NMCB 4 was deployed to the Caribbean and barely halfway through an eight-month deployment there, NMCB 7 was also at the halfway point of a seven-month deployment to Okinawa and NMCB 40 was just beginning a seven-month deployment to Guam. But being Mobile Construction Battalions means having the ability to redeploy at anytime in support of contingency operations.

When the call came, all four of these battalions of Seabees prepared their air detachments for immediate redeployment and, by the last week of August, NMCB 5 and NMCB 4 both had air detachments with complete Table of Allowances of construction tools and equipment "in country." Also, a regimental staff (ComCBPac Forward Deployed) formed as the NCF's chain of command with 1st MEF.

You show Fleet Hospital 5 in your magazine, but little mention of the two Construction Battalion Units (shore duty commands) that deployed with them nor the fact that NMCB 4 Air Detachment aided in construction of the hospital in Saudi Arabia.

You also show a picture of Navy Chaplain LT Shivers conducting services for Marines and sailors. Seabees from NMCB 4 Air Detachment attend his services each Sunday, and he has said to me that because of what he has seen of NMCB 4 and the Seabees in Operation *Desert Shield* he wants to be assigned to a Seabee command.

On page 35 you show a picture of a football game that is a traditional Sunday pastime in Saudi Arabia. The game has been playfully dubbed by Marine and Seabees, as "Scud Bowl." Scud Bowl I was a match between the Seabees of NMCB 4 and the Combat Engineers of MWSS 174. The tents you show in the background were lumber strongback tent frames constructed by the Seabees of NMCB 4.

Throughout the vast scheme of Operation *Desert Shield* the Seabees are here. We, the Naval Construction Force, are very proud of our accomplishments here and would be happy that the rest of the Navy know we are here because I know

Mail Buoy

the Marines appreciate our efforts.

— ENS Scott W. Lowe (CEC)
AOIC NMCB 4 Air Detachment
FPO San Francisco, Calif.

•All Hands *is sorry any unit feels slighted by our coverage. Unfortunately we can't be everywhere and write everything. With our limited staff we rely on submissions from the units participating. Releases don't have to be written by a journalist or public affairs officer, but must be released through the command. Good photographs are highly sought. Let the world know what your command is doing through* All Hands. *— ed.*

Once, twice...

I was embarrassed twice when I read the July 1990 issue of *All Hands*.

First, there was a picture of the shuttle boat operated by NSA New Orleans. That boat is a disgrace to the Navy. The rub rail is hanging off like tinsel on a Christmas tree and the stern looks like the boat was used in a demolition derby. This boat is in a "high-viz" location and certainly does not reflect Navy pride and professionalism to the general public.

The second source of embarrassment was the fact that *All Hands* chose to run the picture. I guess the people responsible for your magazine have no idea what a sharp boat should look like. That boat certainly is not one.

— HTCM Thomas E. Lahey (retired)
Tiverton, R.I.

•*As mentioned in the article, the boat pictured shuttled sailors on the Mississippi River, making runs every 15 minutes, 12 hours-a-day, five days-a-week. It may not be the prettiest vessel afloat, but* does *reflect the great Navy tradition of getting the job done. — ed.*

Reunions

• **Patrol Squadron 8 (VPML 8/VP 8)** — Reunion April 11-14, 1991, San Diego. Contact John P. O'Brien, 6702 Willow Creek Road, Bowie, Md. 20720; telephone (301) 464-1276.

• **Patrol Craft Sailors Association** — Reunion April 18-21, 1991, New Orleans. Contact Robert H. Lister, 10546 Ferncliff Drive, Baton Rouge, La. 70815; telephone (504) 272-2886.

• **Patrol Squadron 72 (World War II)** — Reunion April 23-26, 1991. Contact N.K. "Sport" Little, 2435 Pleasant Hill Road, Pleasant Hill, Calif. 94523; telephone (415) 935-3139.

• **U.S. Naval Test Pilot School** — Reunion and symposium April 27, 1991, Cedar Point Officers' Club, Patuxent River, Md. Contact Reunion Coordinator, U.S. Naval Test Pilot School, Naval Air Test Center, Patuxent River, Md. 20670-5409; telephone (301) 863-4107 or Autovon 356-4107.

• **USS Quincy (CA 39) 1936-42** — Reunion May 1-5, 1991, Seattle. Contact Grady F. Mesimer, 1525 Mercury St., Merritt Island, Fla. 32953; telephone (407) 453-6760.

• **USS Pasig (AW 3)** — Reunion May 2-4, 1991, Virginia Beach, Va. Contact Howard Prickitt, 860 Sunlight Drive, York, Pa. 17402; telephone (717) 757-6859.

• **USS Mustin (DD 413) and USS Hornet (CV 8)** — Reunion May 5-9, 1991, Lake Tahoe, (Stateline), Nev. Contact Chris Medeiros, 20780 4th St., No. 10, Saratoga, Calif. 95070; telephone (408) 867-6034.

• **USS Lexington (CV 2) Club** — Reunion May 8-11, 1991, Pensacola, Fla. Contact Walt Kastner, 466 Ivy Glen Drive, Mira Loma, Calif. 91752; telephone (714) 681-1101.

• **USS Tinosa (SSN 606)** — Deactivation ceremony, May 10, 1991, New London, Conn. Contact MMCM(SS) Silvernail, Submarine Squadron 10; telephone (203) 449-2720 or Autovon 241-2720.

• **USS Mahan (DD 364)** — Reunion May 12-15, 1991, Newport, R.I. Contact Calvin L. Shugart, 746 North Broad St., Lexington, Tenn. 38351; telephone (901) 968-2248.

• **USS Franklin D. Roosevelt (CV 42) Air Wing** — Reunion May 16-19, 1991, Pensacola, Fla. Contact John Crossley, 10740 Bridge Creek Drive, Pensacola, Fla. 32506; telephone (904) 456-8823.

• **South China Patrol - Asiatic Fleet** — Reunion May 16-19, 1991, Washington, D.C. Contact Walter Ashe, 40 Sherwood Drive, Asheville, N.C. 26804; telephone (704) 258-2446.

• **USS Leonis (AK 128)** — Reunion proposed. Contact Gilbert Sandler, 6104 Westcliff Drive, Baltimore, Md. 21209.

• **USS Shaw (DD 373)** — Reunion May 16-19, 1991, Norfolk. Contact Charles Lape, P.O. Box 230, Sipesville, Pa. 15561; telephone (814) 443-9794.

• **USS General H.W. Butner (AP 113)** — Reunion May 17-19, 1991, Dayton, Ohio. Contact Jerome De Wine, 1010 Meadow Lane, Xenia, Ohio 45385; telephone (513) 372-6279.

• **Destroyer Division 59: USS Dupont (DD 152), USS Bernadou (DD 153), USS Ellis (DD 154), USS Cole (DD 155), and USS Dallas (DD 199)** — Reunion May 23-26, 1991. Contact R.K. Prouty, 335 Main St., Spencer, Mass. 01562; telephone (508) 885-2894.

• **USS San Jacinto (CVL 30)** — Reunion May 23-27, 1991, Washington, D.C. Contact J.C. Lohr, 738 Campbell Drive, Belpre, Ohio 45714; telephone (614) 423-7373.

• **USS Ticonderoga (CV/CVA/CVS 14 and CG 47)** — Reunion May 23-26, 1991 New Orleans. Contact Joe Medico, 13987 Stetson Court, Magalia, Calif. 95954; telephone (916) 873-3477.

• **USS Block Island (CVE 21/CVE 106), Air Squadron 55 and her escorts** — Reunion May 30-June 2, 1991, Norfolk. Contact James E. Cochrane, 3100 Lynnhaven Drive, Virginia Beach, Va. 23451; telephone (804) 481-3103.

• **USS Florence Nightingale (AP 70)** — Reunion May 30-June 2, 1991, Nashville, Tenn. Contact Luigi Rissetto, 409 Mills Drive, Benicia, Calif. 94510; telephone (707) 745-2483.

• **USS Reuben James (DE 153)** — Reunion proposed May 1991, San Diego. Contact John B. Lampe, 121 Lucas Drive, Bordentown, N.J. 08505; telephone (609) 298-7293.

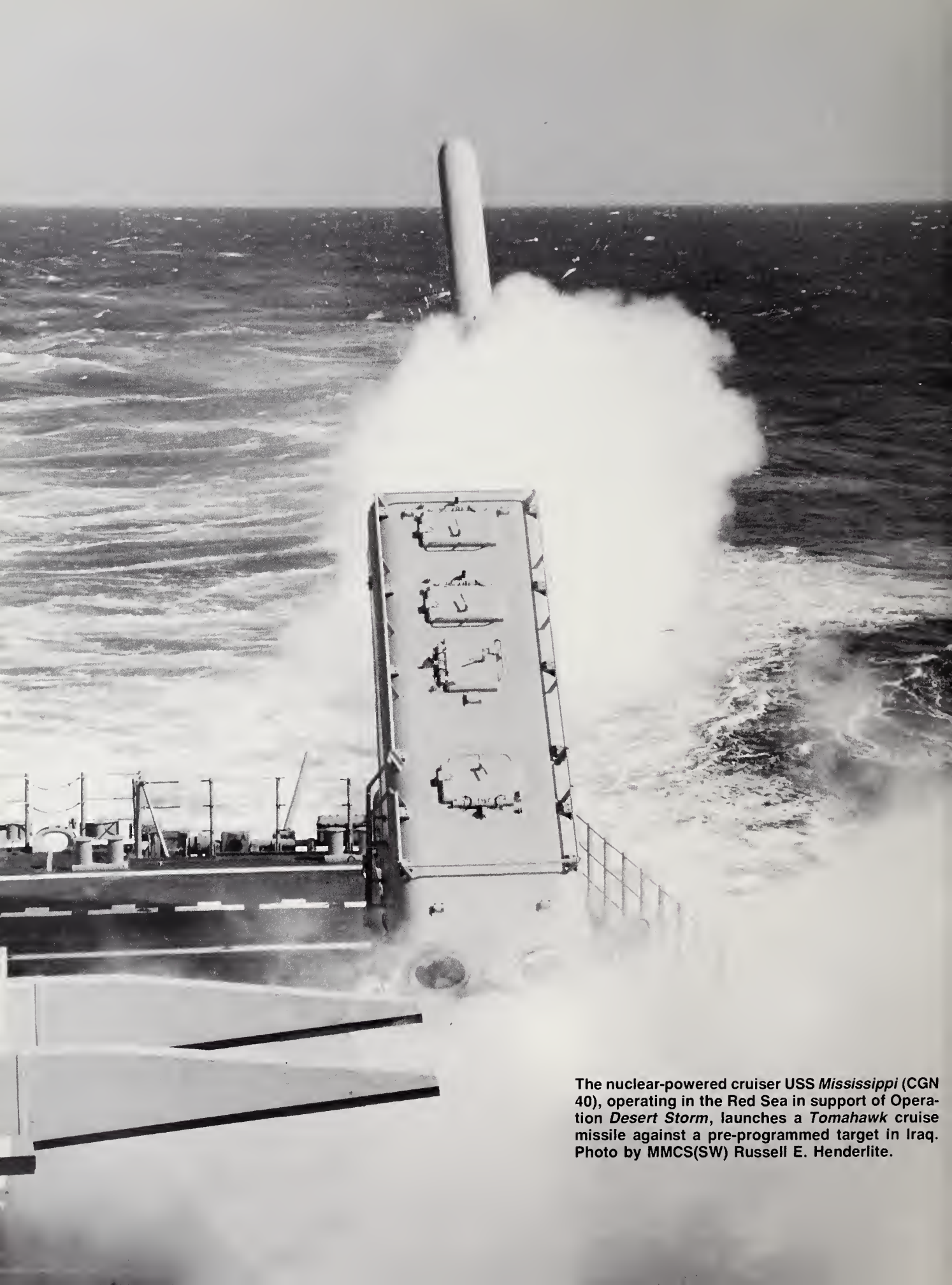
• **USS Yukon (AF 9) World War II** — Reunion proposed May 1991, Springfield, Mo. Contact George J. Cox Jr., 7 Bugle Court, Howell, N.J. 07731; telephone (201) 363-7794.

• **USS LST 398** — Reunion proposed May 1991, Tulsa, Okla. Contact Frank Buzz Sawyer, 5948 E. 24th St., Tulsa, Okla. 74114; telephone (918) 838-0555.

• **USS Richard B. Anderson (DD 786)** — Reunion proposed. Contact Joseph W. Kirchner, 215 E. Federal St., Baltimore, Md. 21202; telephone (301) 685-3010.

• **USS McCloy (FF 1038)** — Reunion proposed. Contact Ric Oates, 5314 Todd Blvd., Mobile Ala. 36619; telephone (205) 443-5600. □

A sailor on watch scans the horizon fo
enemy activity. Photo by CWO2 Ed
Bailey.



The nuclear-powered cruiser USS *Mississippi* (CGN 40), operating in the Red Sea in support of Operation *Desert Storm*, launches a *Tomahawk* cruise missile against a pre-programmed target in Iraq. Photo by MMCS(SW) Russell E. Henderlite.

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ALL HANDS

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APRIL 1991 — NUMBER 889
68th YEAR OF PUBLICATION

Photo by JO2 Kevin M. Norman

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Front Cover: AN Gerald Gaffney hauls a fuel hose across the flight deck of USS *John F. Kennedy* (CV 67). *Kennedy* is deployed to the Red Sea in support of Operation *Desert Storm*. See story, Page 24. Photo by PH2 William A. Lipski.

Back Cover: USS *Dwight D. Eisenhower* (CVN 69) transits the Suez Canal. Photo by PH2 Frank A. Marquart Jr.

News You Can Use

CHAMPUS changes are in the wind for 1991

The Civilian Health and Medical Program of the Uniformed Services will make several changes beginning this year.

The annual outpatient deductible will increase for most CHAMPUS-eligible families. For all CHAMPUS-eligible persons, except for members of active-duty families in which the military sponsor is in paygrade E-4 or below, the outpatient deductible for each fiscal year will increase to $150 for an individual, and $300 for the whole family.

The previous amounts were $50 and $100, respectively, and these amounts will still be in effect for the families of active-duty E-4s and below. The increase applies to all other persons who are eligible for CHAMPUS benefits and will be effective for care provided on or after April 1. It's the first change in the deductible amounts in 24 years.

The annual limits on inpatient mental health care will change. In the past, inpatient mental health care was limited to 60 days per calendar year, unless a waiver was granted for extraordinary medical or psychological reasons. As of Feb. 15 the limits are as follows:

- 30 days in any year for patients age 19 or older.
- 45 days in any year for patients under age 19.
- 150 days in any year for inpatient mental health services provided by a residential treatment center. Until now, there has been no limit on inpatient mental health care received in residential treatment centers.

As in past years, waivers of the limits may be requested from the CHAMPUS mental health care contractor. Health care professionals who refer CHAMPUS-eligible patients to inpatient mental health care facilities may not have an economic interest in the facility to which the patient is referred. □

Home health care test project now underway

Civilian firms that process CHAMPUS claims for 26 states are now handling requests for home health care.

This test project is geared to families of active-duty service members and their survivors to provide a less expensive alternative to inpatient hospital care.

Requests for health care in the states of Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, Oklahoma, Tennessee and Texas should be submitted to: Wisconsin Physician Service, Attention: Mary Turner, P.O. Box 7927, Madison, Wis. 53707-7927, telephone (608) 259-4828. Residents of Missouri and Kansas should telephone (316) 682-8288.

Requests from Connecticut, Illinois, Indiana, Iowa, Kentucky, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Ohio, Rhode Island, Vermont, West Virginia and Wisconsin should be submitted to: Uniformed Services Benefits Plans, Inc., Attention: Denise Coon, P.O. Box 3070, Columbus, Ind. 47201-3070, telephone (812) 379-5146.

All other states should continue to submit health care requests to: Program Initiatives Branch, Home Health Care Demonstration, OCHAMPUS, Aurora, Colo. 80045-6900, telephone (303) 361-4639.

Benefits of this test project may include payment for authorized homemakers and home health care aides. Care must be approved in advance — prior to the patient being discharged from the hospital.

For more information call the CHAMPUS Headquarters Program Initiatives Branch at (303) 361-4639/4439. □

Missing federal tax refund checks

If you are missing a federal tax refund, the Internal Revenue Service can assist in locating it. A common reason for undelivered refund checks is failing to give the IRS a forwarding address after a move.

For missing refunds, send a note explaining the problem to the IRS office where you filed your tax return. Give your name and social security number; your spouse's name and social security number, if you filed a joint return; the tax year; the amount of the refund you expect; your old and new addresses; and signatures of both you and your spouse.

If you prefer, form 3911, Taxpayer Statement Regarding Refund, may be used to supply information regarding a missing refund. It is available from IRS offices or from the IRS Forms and Distribution Center, P.O. Box 25866, Richmond, Va. 23289. □

Selective Reserve family support booklet

A Naval Reserve force booklet titled, "What's Next?" is available to sailors and their families which outlines Reserve pay, programs, benefits and entitlements.

More than 7,300 reservists were called up for Operation *Desert Storm* on short notice, and according to Chief of Naval Personnel VADM Mike Boorda, "We need to provide a rapid means to find out about and solve any problems these rapid call ups caused."

The booklet is available at Naval Reserve activities, or by calling Commander, Naval Reserve Force (Code 72) at Autovon 363-1096 or commercial (504) 948-1096; or from the Bureau of Naval Personnel (Code N-66) at Autovon 286-5912 or commercial (703) 746-5912.

More information on Selective Reserve support programs can be found in NavAdmin 057/90. □

Health

Water good for your health

Many Americans don't drink enough water. A healthy person should drink a minimum of 10 8-ounce glasses of water per day.

You may need more if you're overweight, exercise a lot or live in a hot climate.

Although fruit juices, soft drinks, coffee and tea contain water, they also contain substances that are not as healthful as plain water. □

Sweater wear with dress blues

Navy personnel are now authorized to wear the blue pullover sweater in place of the service dress blue coat for daily wear to and from work, in public places and for working-level meetings or briefings.

Service dress blues with coat remains the appropriate uniform for high-level meetings and occasions of a more formal nature.

The pullover sweater remains an optional item with the winter blue, winter working blue, summer khaki, working khaki and dungarees, and is authorized with winter blues and summer khakis in public places.

Shirt collars will be worn inside the sweater with all uniforms. Officers will wear soft shoulder boards on the sweater epaulets. Enlisted personnel will wear no insignia on the sweater.

Leather name tags are required for all personnel. For more details refer to NavAdmin 059/90. □

U.S. Navy photo

Concepts

Secretary of the Navy H. Lawrence Garrett III recently addressed the House Armed Services Committee on the posture and FY92/93 budget of the U.S. Navy. During his address he touched on a number of changes that can be expected for the Navy of the '90s.

On people

"Our most important budget priority for 1992 is maintaining the high quality of our sailors and Marines. In today's headlines, we are increasingly focused on technology. We should not forget that this war is being fought not by machines, but by men and women of significant dedication, courage and professionalism. Through their sacrifice we are winning the war in Southwest Asia. Through their efforts our strategy will succeed in the future. Their concerns are my concerns: compensation, quality of life, training and the benefits we provide them as service members, veterans and retirees. We have an all-volunteer force and it works."

On technology

"One of our most demanding prerogatives is maintaining our current technological edge. We must continue, for example, to gauge the undersea warfare capability that more than 200 attack submarines give the Soviets. As our strategy and world order shift, we must refocus our technology on the changing threat. Technological superiority is non-negotiable. It demands a vigorous research and development program which will permit us not only to compete with advanced military technology, but also to strengthen our own technological base."

On Total Quality Leadership

"The Department of the Navy is charting its future along a new path of management innovation and systems integration. We are strategically planning for a more productive organizational structure using the guidelines of Total Quality Leadership. ... Quality leaders lead their people toward even greater capabilities by investing in ongoing training and individual development. In the Navy and Marine Corps, this means our commitment to training and readiness of the operating forces. Our quality personnel will be able to meet the challenges of an unpredictable future."

On the future

"Our international security environment is changing. We face a different complexion of threats throughout the world. There is still the potential for superpower confrontation with the Soviet Union. Our own naval policy and strategy are in an evolutionary stage. We are responding not only to strategic reality, but also to fiscal reality, making real reductions in our defense budget.

The challenge for the Navy and Marine Corps is to meet the defense needs of the nation in the future as we are doing today in Operation **Desert Storm."**

for the '90s

Chief of Naval Operations ADM Frank B. Kelso II also addressed the House Armed Services Committee on the posture and FY92/93 budget of the U.S. Navy. His testimony outlines the new "way ahead" for the smaller Navy of the '90s.

U.S. Navy photo

On change

"Elements of naval force structure, strategy, tactics and operating patterns based primarily on the concept of global war with the Soviet Union will have to be focused on maintaining stability in many regions with economic and politically uncertain futures. One thing is clear — we must seize the initiative in responding to this new environment."

On maritime superiority

"To meet the demands of our national security strategy, we need naval forces that possess a wide range of capabilities. These must include: sea-based strategic forces, for continued deterrence of nuclear attack; surge forces that can react rapidly to any crisis; forward-deployed expeditionary forces capable of going anywhere with full logistic, medical and repair support; and a sea-based maritime pre-positioned force."

On force reduction

"As we reduce the size of our active forces, we must be careful not to draw down our personnel too quickly. Large, involuntary releases hurt morale and will make it more difficult to recruit high-quality personnel. Our people must receive sufficient basic and advanced training in a realistic environment to inspire confidence in both themselves and their shipmates. While serving their country, they deserve ships, submarines and aircraft which are well-maintained and combat ready."

On force modernization

"We have already begun building toward a balanced force which can meet all contingencies. It will be smaller, but we cannot afford for it to be less capable. Many of our ongoing programs represent incremental improvements over existing, proven platforms and weapons systems. Some, however, represent significant technological advancements and will define the force of the future."

On the way ahead

"In the years ahead, our nation's leaders will still find naval forces just as useful, just as necessary and just as important as they have been so often during the years of the Cold War. In peace time, crisis or conflict, naval forces will continue to serve our nation and our national leadership. Our ability to refocus our efforts upon the changing requirements of the next decade will determine how well we meet the challenges before us."

Navy budget request

People are top priority.

Story by JO2(SW) Joe Bartlett

Service personnel are high on the priority list in President Bush's $278 billion Defense Department budget proposal to Congress for fiscal year 1992 — a proposal that also calls for major reductions in military force structure as DoD adapts its strategy to the new post-war balance of power.

The Department of the Navy budget request of $91.6 billion for FY92 also recognizes these changes. Navy officials said the declining probability of superpower conflict makes it possible to plan for a smaller, higher quality Navy of roughly 450 ships by FY95. Navy budget proposals emphasize careful and gradual reductions to ensure balanced, flexible naval forces can maintain maritime supremacy into the 21st century.

During a Pentagon press briefing Feb. 4, Secretary of Defense Dick Cheney outlined the Pentagon's long-range goals for smaller, more mobile forces focused more on regional contingencies than global conflict with the Soviets on short notice. Based on this realignment of strategy, Cheney described across-the-board reductions by 1995 in both active and Reserve forces as the ". . . absolute minimum irreducible capability that we have to have to defend the United States."

Cheney added that the assumptions that determined these reductions could always change, causing adjustments, but he said the FY92/93 proposal takes U.S. forces down to a level considered safe under current circumstances.

"The plan we're submitting basically takes us down the good news road," Cheney said. "It's based on all the positive assumptions and trends of the last two years. If we have continued good news in that arena we can afford to go down to these levels. If we can't . . . we'd recommend stopping before we go down to the levels embodied in this six-year plan."

As for personnel, Cheney added, "While manpower totals are projected to decline, there will be no diminution in DoD support for pay and other incentives aimed at preserving the high quality and morale of America's uniformed men and women." The Navy is slated to have 18,321 fewer people in 1992 and another 15,400 less in 1993, reducing the present 569,721 active-duty sailors and officers to an end-strength of 536,000 in 1993. Reserve strength will decrease by 26,300 over the same period, with the Marine Corps also shrinking by 11,535 during 1992 to 1993.

The Navy's budget request keeps the well-being of sailors in sharp focus by sustaining key personnel and quality of life programs, proposing pay raises of 4.2 and 4.7 percent for 1992 and 1993 respectively, and asking for new Navy family housing, improvements in medical programs, CHAMPUS, child care and family support programs.

Chief of Naval Personnel, VADM Mike Boorda, explained that proposed reductions in the number of active-duty personnel will not affect sailors already on board. "We'll continue to come down in total numbers by recruiting fewer people and retiring those who have completed full careers," said Boorda. "We will not force good sailors out of the Navy because we need their talents and experience, and we owe them the opportunities for a career."

Planned force structure and personnel reductions are balanced to keep fleet manning at proper levels without altering sea-shore rotation, according to RADM Richard D. Milligan, the Department of the Navy's Director of Budget and Reports. Because personnel reductions are directly linked to reductions in the number of ships and aviation squadrons, sea-shore rotation will remain stable for most sailors and actually will improve for those in some ratings.

"From the sailor's viewpoint, it's not going to look a whole lot different," Milligan said. "From that perspective, it will be business as usual."

The Navy will continue to use SRBs to retain sailors in critically-needed skill areas. The $293 million budgeted for SRBs in FY92 includes funding for 22,500 new reenlistment bonuses.

The budget proposal also contains plans and funding to maintain good advancement opportunities and on-time promotions. The Navy plans to increase the proportion of petty officers and chief petty officers from 67.5 percent to 69.9 percent of the enlisted force. Besides enhancing advancement opportunities, this change will provide the number of skilled technicians and enlisted leaders needed in an increasingly high-tech Navy. PCS moves are also fully funded in the Navy's budget proposal.

The number of battle force units will continue to decline throughout the years of the budget proposal, reflecting the changing global threat and the reduction in defense resources. A total of 477 ships are projected by the end of FY92 and 464 ships by the end of FY93. Navy officials noted that this reduction in the size of the Navy will inevitably require changes in the way ships and

Photo by Jim Bryant

In spite of shrinking numbers, quality-of-life programs, like the child care center shown here at Naval Air Station, Jacksonville, Fla., are high priorities in the Navy's budget request.

aircraft are deployed in peacetime. The 1992-1993 budget plans keep steaming days and flying hours at the same level as budgeted in the past few years. After *Desert Storm* OpTempo/PersTempo goals are expected to be met in 1992/93.

Milligan also noted that although the future fleet will be smaller, the Navy's budget will continue to provide sailors with the best training and equipment for whatever mission he or she may be called upon to perform.

"The priority is to man our ships properly, train our people and maintain our ships and aircraft so we can, in fact, maintain totally ready forces," Milligan said.

Boorda and other senior Navy officials voiced strong support for important quality of life programs for Navy people, as well as a commitment to leadership to find smarter ways to do the task at hand. Milligan asserted this concern for the welfare of Navy men, women and families will be a top consideration as the Navy tailors its forces to meet the national strategy goals of deterrence, forward presence, crisis response and the ability to reconstitute should a global threat to peace re-emerge.

The smaller Navy of the 1990s will achieve greater capabilities through incremental improvements to existing systems and significant technological improvements. Twenty-two new ships will join the fleet in 1992, and 19 new ships will join the fleet the following year.

While shipbuilding will decline when compared with the past decade, the FY92/93 request funds for 23 new ships, including one *Seawolf* (SSN 21)-class attack submarine and five *Arleigh Burke* (DDG 51)-class guided-missile destroyers in FY92. The new ships will be more capable, with advanced weapons technology increasing the numbers of platforms possessing long-range striking power.

The addition of these units during the next two years will be offset by the inactivation of 65 ships and the transfer of eight *Knox*-class frigates to non-deployable Reserve status in FY92, and the inactivation of 32 ships and the transfer of one mine warfare ship to a non-deployable Reserve status in FY93.

Cheney confirmed previous plans to retire the battleships USS *Wisconsin* (BB 64) and USS *Missouri* (BB 63), now serving with distinction in combat in the Persian Gulf. A force of 12 aircraft carriers is projected by 1995. Retirement of the carriers USS *Midway* (CV 41) and USS *Ranger* (CV 61) were included in the 1992/93 budget plan.

The Navy and Marine Corps aviation procurement program for FY92/93 funds 223 new or remanufactured fixed- and rotary-wing tactical and support aircraft. With some fleet aircraft approaching 30-year service, new procurement or modernization are top priorities.

Aviation planners will continue efforts to develop a long-range, all weather replacement for the aging A-6E *Intruder* fleet following the cancellation of the A-12 attack aircraft program. While the F-14 *Tomcat* remanufacture program has been terminated, the budget request reflects a plan to transition to production of the more advanced F/A-18E/F model *Hornet* aircraft.

The DoD FY92/93 budget request is the initial step in a nine-month process leading to an approved budget for the fiscal year beginning Oct. 1, 1991. The request, prepared prior to hostilities in the Middle East, does not include funding for Operation *Desert Storm*, which will be covered by a supplemental request to be submitted to Congress later this month.

The two-year request is part of a six-year plan to take defense spending down to only 18 percent of the federal budget — the lowest level in 50 years. However, Cheney, appearing before the House Armed Services Committee Feb. 7, said there may have to be some adjustments to the 1992/93 defense budget depending on how long Operation *Desert Storm* lasts and any other unplanned contingencies.

Boorda cautioned that the budget still has many hurdles to pass as Congress begins to consider the entire defense budget for FY 1992/93, but added that sailors' needs will be stressed throughout the legislative process.

"Our personnel plans reflect the priorities of the Secretary of the Navy, Chief of Naval Operations and the entire leadership of the Navy — and everyone's top priority is Navy people," Boorda said.

Bartlett is editor of Navy News Service, *Navy Internal Relations Activity, Washington, D.C.* □

DESERT STORM

Riding out the Children on the

Story by JO1 Melissa Wood Lefler, photos by JO1(SW) Gregg Snaza

Although the colors people in this military town are most likely to associate with Operation *Desert Storm* are red, white and blue, these patriotic hues became muddled for one Virginia Beach fourth-grader after his father left for duty in the Middle East just after Christmas.

The fact that stress can cause temporary color blindness was shocking news to the nine-year-old's mother, who had been startled when her son claimed he couldn't tell his crayons apart anymore. She made an appointment with an ophthalmologist.

"I didn't mention to the doctor that my husband had recently deployed aboard a carrier bound for the Persian Gulf — I didn't have to, because he figured it out," said the woman, who is also on active duty in the Navy. "He diagnosed my son's color blindness as stress-related."

If the colors of loneliness are all mixed up, the colors of guilt and fear are no easier to discern. That's what Leslie, a stocky 13-year-old who attends Norfolk's Northside Middle School, found out when his Navy father left to join the U.S. ground forces in Saudi Arabia last fall.

"Before my dad left, I gave him a real hard time — treated him wrong," Leslie told a counseling group of about seven other eighth graders. "Now that I know he might not come back, I'm scared and sorry. I love him."

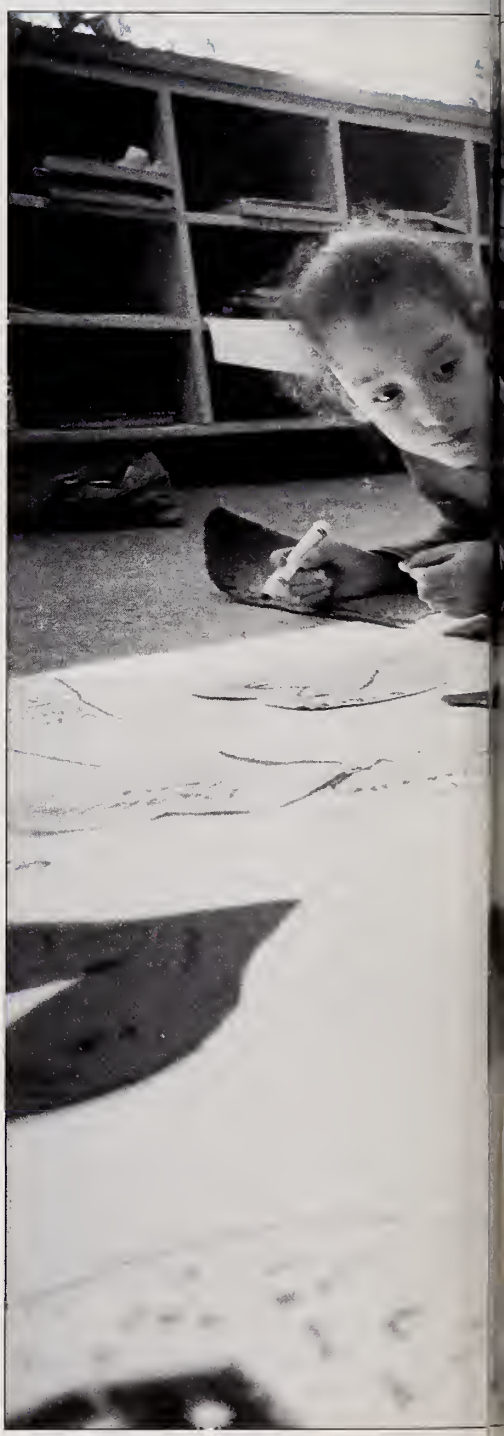
After gentle questioning revealed that Leslie's father would soon be routinely transferred from the ground forces to a ship in the Persian Gulf, school guidance counselor Katherine Allen deftly applied Leslie's concerns to a discussion about taking people for granted. Allen has been holding half-hour sessions every morning since early October with Leslie and other eighth graders who have parents, brothers, sisters, aunts or uncles in the U.S. military in the Middle East.

For the 130 students at Northside who have family members deployed to *Desert Storm*, the daily group counseling sessions are available but optional, Allen reported, adding that the same students don't always show up. Her largest group, about 14 kids, came Jan. 17, the morning after *Desert Shield* became *Desert Storm*.

When it comes to war, distinguishing black from white and wrong from right, is never easy — so many issues fall into areas that are gray. Yet, throughout Hampton Roads, children of all ages have courageously tackled both the global topics and their own emotions surrounding the situation with the help and guidance of teachers and counselors.

"The Norfolk/Virginia Beach school districts have the highest percentage of Navy children in the country, maybe in the world," Norfolk Navy Family Services Education Specialist Patti Sutton told an assembly of about 75 Norfolk School District guidance counselors Jan. 23. The counselors and family service center specialists had come together to plot strategies for the continuing effort to help the children most affected by the war.

These endeavors were far from a knee-jerk reaction to the escalating



Desert Storm: home front

Four second-graders from Mary Calcott School in Norfolk prepare a special Valentine's Day poster for their loved ones aboard the hospital ship USNS *Comfort* (T-AH 20).

Carol Seber helps two of her second-graders at Mary Calcott School in Norfolk make special valentines.

scenario. Even before school started in August, teachers and counselors in Norfolk and Virginia Beach school districts started to plan for *Desert Shield*, leaning heavily on the three Navy Family Service Center staffs in the area for advice and expertise.

"We're experienced at handling the normal stresses and problems children encounter during a deployment, but we've known from the beginning that this deployment was different," said Dr. Marcella Whitson, director of guidance for Virginia Beach Schools. "For one thing it was open-ended; the ships left with no homecoming date or even an approximate length of deployment. That's very hard for children to deal with. Also, so many ships were leaving for the Middle East — every month more and more — until it was almost continuous. Then, there was the very real possibility that this time there would be fighting."

Most schools adopted a three-fold approach to the challenge of helping their students cope: counseling, education and community involvement. Besides starting discussion groups directed toward helping kids whose parents were deployed, teachers began to design lessons about the history, geography and culture of the Middle East, in an effort to put current events into perspective. Finally, whole schools became involved in patriotic activities which ran the gamut from writing letters to deployed ships and sending Christmas packages to U.S. forces in the Middle East, to making posters for lobby displays, holding parades and tying yellow ribbons around the trees outside the schools.

About 20 hours after Operation *Desert Storm* began, the colors of the war at Birdneck Elementary School in Virginia Beach, which borders the perimeter of Naval Air Station Oceana, Va., were the muted tans and duns of desert dunes and camels.

"We've studied the Moslem religion, how civilization began in Babylonia, which is now part of Iraq, and the effect the state of Israel has had on the Middle East," said sixth-grade social studies teacher David French. "Every one of my students could tell you where these countries are, and why we're there," French continued. "The kids are so involved — they want to learn more every day. In past years, it was just another chapter in our book."

Down the hall from French's room, Chief Electronic Warfare Technician (SW) Mike Mosley of Fleet Training Center Dam Neck, Va., is on the fir-

ing line. The barrage of questions comes thick and fast, but Mosley doesn't duck them. "Who started the war? What do chiefs do in a war? Do you think there will be terrorism? How could Iraq take over Saudi Arabia? Do you know how long the war will last?"

To the heat of the fourth-graders' questions is added the brightness of television lights; CNN has dispatched a cameraman, a producer and a reporter to tape a portion of Mosley's session.

The only color of the day that counted in Mosley's mind was Navy winter blue. "The kids need to see a uniform," Mosley told the CNN reporter after his presentation, as the camera lens was placed inches from his face. "The Navy takes care of its own."

Mosley, a 12-year Navyman, has participated in the Adopt-a-School partnership between his command and Birdneck Elementary for two years. During that time, the chief petty officer has donated more than 1,100 hours to the school, so when guidance counselor Kathy Niemann wanted an expert to talk about safety in the Navy to her deployment counseling group, Mosley was on hand.

The chief covered general quarters drilling, firefighting training, ejection seat procedures and explained survival equipment, including parachutes and food, that are in every pilot's flight vest. The group of 30 9- and 10-year-olds, most of whom have fathers deployed with Navy squadrons aboard carriers in the Gulf, listened intently.

"Your moms and dads are the best-trained, most-prepared fighting force in the world," the electronic warfare specialist concluded. "I know — because I've helped train them."

"It's tremendously reassuring for the kids to hear about safety and training," Niemann explained. "Most people don't go into detail about that to their kids, so the kids just don't know."

What the kids do know, because their teachers are showing them, is that getting involved and doing something with their hands relieves stress and tension.

In Carol Seber's second-grade class at Mary Calcott School in Norfolk, the colors of *Desert Storm* one week after the air war began were as primary as her students — red and white, purple and pink — the colors of the construction paper hearts the children are pasting onto six-foot-long giant valentines. These hand-made valentines will be rolled into poster tubes and mailed — at Seber's expense — to the crews of the aircraft carrier USS *John F. Kennedy* (CV 67) and the hospital ship USNS *Comfort* (T-AH 20).

"I love you, come home safe," seven-year-old Danielle laboriously printed inside a magic marker heart.

"We've written a letter (to a deployed sailor) every day for the past week," Seber said. "Each child writes a separate letter." Seber gets the sailors' names and addresses from her students, who bring in information about relatives, as well as from her own friends and neighbors. "Learning to write letters is part of our English curriculum, so this exercise fits right in."

The most recent batch of 20 letters is addressed to a hospital corpsman second class on *Comfort*, a sailor about to have the mail call surprise

Mary Calcott School's teacher for the hearing impaired, Robin Putnam, assists students in visualizing where the hostilities half a world away are taking place in relation to Norfolk.

EWC(SW) Mike Mosley answers a barrage of questions from fourth-graders attending a deployment counseling group at Birdneck Elementary School in Virginia Beach, Va.

of his life. "I hope your family isn't worried about you," writes Sara. "Are people sad over there?" In another letter, "Have you got any big guns? How many inches are your cannons?" asked practical-minded Scott.

Seber's second graders have already received an answer letter from LCDR Craig Diffie, aboard the cruiser USS *Thomas S. Gates* (CG 51), whom they wrote earlier in the year. In his reply, Diffie painstakingly answered every child's questions, addressing each child by name. "My wife is a teacher, too," Diffie wrote, then invited the class to tour his helicopter squadron when he returns.

The calm and helpful atmosphere in Seber's class is in direct contrast to the scene which took place in one Norfolk kindergarten class, the morning after *Desert Storm* began.

"A five-year-old girl came to school crying hysterically, saying that her daddy was going to die now," said Dr. Pam Kloeppel, director of guidance for Norfolk's schools. "Soon the whole class was in tears; hysteria is very contagious at that age." It turned out that the little girl was more exhausted than anything else, since she had been up the entire night with her mother, watching news coverage of the war, Kloeppel added.

"There is only so much information young children can absorb and understand, especially on television, where the lines between fantasy and reality are sometimes blurred to begin with," Kloeppel said. She placed round-the-clock exposure to the war news on television and radio at the top of a list of "don'ts," while making up a suggestion sheet for parents who want to help children deal with the situation. While not advocating hiding the truth from kids — impossible in today's information age — Kloeppel recommended encouraging children to take a break from the news, ride their bikes, play ball with their friends, do normal things.

Older children, while understanding more, sometimes have trouble placing the pieces of the news puzzle together in true proportion to their significance.

For Leslie, after hearing a television item about coffins the United States had reportedly dispatched to the Middle East, the clouds over *Desert Storm* looked blacker than ever before. "Sending all those coffins scares me," confided Leslie to his counseling group. "I got to thinking that it might be my dad in one of them soon, and I could have been treating him better."

"It scares me that they never tell us on the news exactly where the ships are," added Aaron, sitting directly to Leslie's right.

"Call your ship's ombudsman.

She'll have the latest information," quickly responded Heather, another eighth grader in Katherine Allen's group.

"I'm worried about my mom," continued Heather, whose dad is aboard the aircraft carrier USS *Theodore Roosevelt* (CVN 71). "She watches the news and reads the paper all day long. She's only gotten two letters — maybe he hasn't had a chance to write."

Leslie comes fairly often to Allen's morning group. He says it helped him know there are other students in the same situation. "And I want to let them know that I feel what they feel — that they are not alone," he added.

Despite evidence that counseling can assist children to understand and deal with how they feel, teachers and counselors report that some children are very reluctant to participate. Sometimes the students' attitudes reflect what they are told at home, when their parents are dubious or even hostile about the schools' attempts to help. Area-wide policy is for counselors and teachers not to go against parents wishes in these matters.

"Counselors understand very well that they are in a 'Catch-22' situation with some of the kids — damned if they do and damned if they don't," said Ed Smith, a counselor at Northside Middle School. At the Jan. 23 planning meeting among the counselors and Navy Family Service Center staff, Smith's observations were echoed and discussed.

"I've spoken at wives' support groups every night this week, and many mothers are afraid and angry about their children being labeled or singled out — they think the result will be even more traumatic than if nothing is done," said FSC's Sutton. "I think there is a widespread lack of understanding about the role of the school counselor — what they do. Some parents believe that only children who are causing trouble need to see the counselors."

"The best therapeutic situation is to help the child in an environment he or she is comfortable in — like school — and with a person the child is familiar with — like the school counselor," added a Navy FSC social worker. "The FSCs only have six social workers. There is no way we can handle all the children in the area who will need counseling in the coming months, although we are willing to see as many as we can.

"And I'm not sure we are the ones who are best-suited to handle it," she told the school counselors. "You may need to sell yourselves better to the community."

A subsequent brainstorming session brought new ideas to the floor — such as including the entire class in counseling discussions, inviting the mothers to attend one session, sending a letter home to the parents explaining the activities going on in support of *Desert Storm* and holding separate support groups in the schools during the evening for parents who don't have transportation to attend other meetings.

Counselors shared ideas about how to keep kids calm and focused on schoolwork, without offering false hopes. Some of Kloeppel's suggestions for teachers, gathered from around the area, included preparing a lesson plan about our allied countries, emphasizing that the United States is not in this war alone. "Be positive about the future, and talk about people you know who have come back from previous wars," she added.

Later that day, in Irene Narlis' American Government class for gifted eighth-graders at Northside, the emphasis is on constructive problem-solving rather than a rehashing of news events. Students find out for themselves that decision-making about right and wrong isn't laid out in black and white, even for world leaders.

Operating from the basic premise that invading Kuwait was wrong, and bombing Israel, a neutral country in the conflict, was wrong, Narlis uses a "decision tree" to show her class how difficult it is to know what is the next "right" move.

With Iraq's first bombing of Tel Aviv, Israel, headlining the morning's news and fresh in the students' minds, Narlis drew her decision tree on the board. "Imagine you are the Israeli prime minister or the defense minister," she told her class. "Now you have to decide what to do."

The students quickly came to the conclusion that Israel can do one of three things: retaliate; wait and see; or nothing. After exploring the good and bad alternatives for each course of action, which took the better part of an hour, the children, about one-third of whom have fathers deployed to the Middle East, voted 17 to 11 for Israel to "wait and see" rather than retaliate.

"How can they [the Israelis] stand all the bombing?" Mason wants to know. "Innocent people — babies — are getting killed. Why don't they just take the children and leave? I know I would."

"Where would they go?" Narlis asks him. Mason moves to the front of the room and stares at the map of the world, examining the area surrounding Israel. "Nowhere," he concludes.

"Why does this affect us all?" Narlis asks waving her hand toward the decision tree, finishing up her lesson for the day. "Because we are a Navy community, and what happens to one of us happens to . . . "

Without prompting, the class joins in, in unison, "all of us."

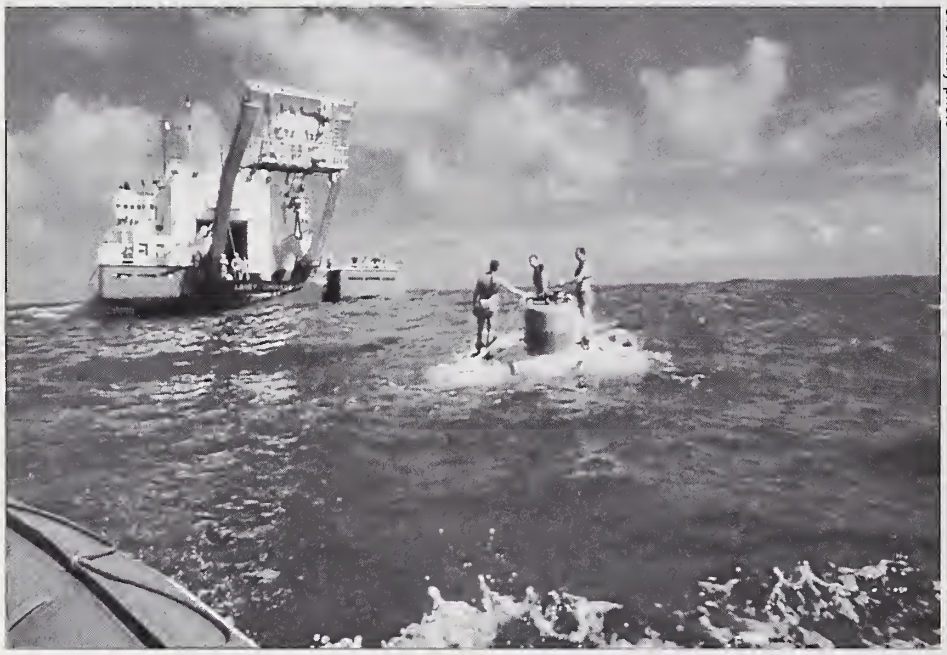
There's no doubt about the color of the ribbons Narlis and her class would tie on their figurative decision tree if they only could — those ribbons would be yellow. □

Lefler is assigned to NIRA Det. 4, Norfolk. Snaza is assigned to the Public Affairs Center, Norfolk.

Sea Cliff (DSV 4)

Submariner named "Unsung Hero of 1990."

Story by JO1 Steven Thompson



U.S. Navy photo

Left: *Sea Cliff* at the diving site. After months of hard work the airliner cargo door was recovered. Above: Robert Doll (center), vice president of United Airlines, engineering and quality assurance division, addresses LCDR Alan Weigel and the *Sea Cliff* crew as project manager Linda Srabian looks on.

For one of the most noteworthy science explorations of the year, the officer-in-charge of *Sea Cliff* (DSV 4), the Navy's deepest diving manned submersible, is receiving national recognition for his professional achievements.

LCDR Alan M. Weigel has been named an "Unsung Hero of 1990" by the Associated Press. Weigel led two highly publicized missions to the ocean floor in 1990, most recently for the recovery of the United Airlines flight 811 cargo door. He and his crew also found the dirigible *Macon* that crashed off the California coast in 1935.

The crew of *Sea Cliff* was recently recognized by United Airlines for its recovery of the cargo door of UAL flight 811, a find that provided the critical piece of evidence for the National Transportation Safety Board investigation. At a brief ceremony in the deep submergence unit hangar, Robert Doll, UAL's vice president for engineering and quality assurance, presented a plaque to *Sea Cliff* crew members for the successful dives off Oahu, Hawaii, which netted the cargo door and other debris from the ill-fated flight.

Weigel gave credit to his crew of submariners who spent many arduous hours searching for the door. "This [plaque] really belongs to the guys standing around me," said Weigel. "Without them we could not have completed the mission."

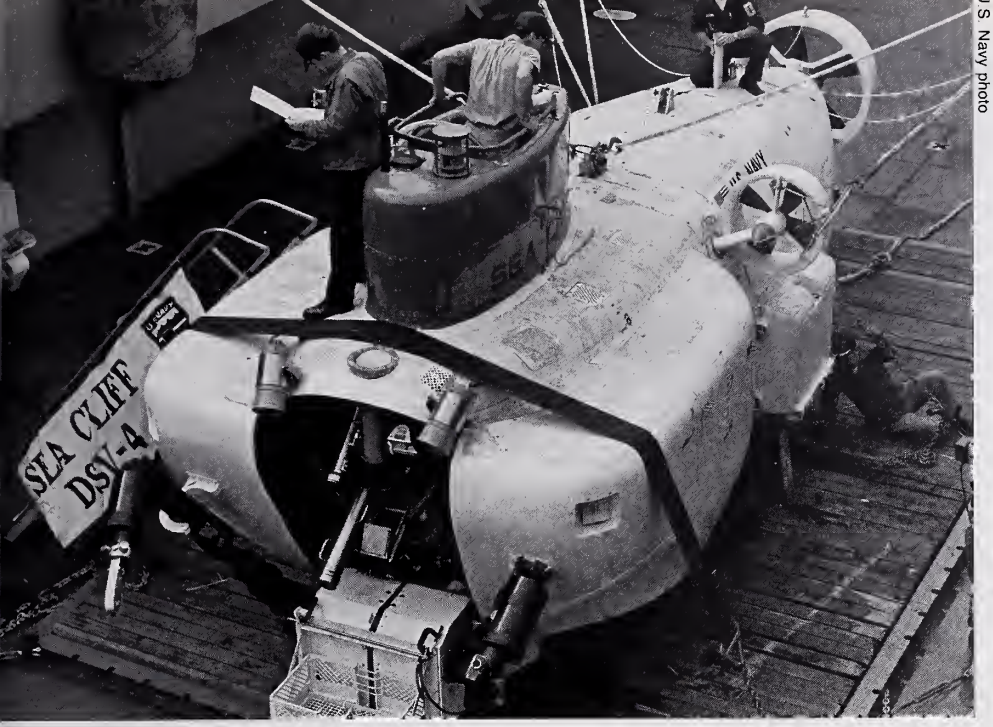
The record-breaking search and recovery mission was conducted in 14,000 feet of water 100 miles from the shores of Oahu. The three-man vehicle assigned to Submarine Development Group 1 is able to operate at depths of up to 20,000 feet.

The main object of the search was the cargo door which blew off shortly after takeoff from Oahu on a flight to New Zealand. Nine people were killed as a result of the February 1989 incident.

In a post-recovery press conference in Honolulu, Weigel said experience and common sense helped in the recovery of the missing door.

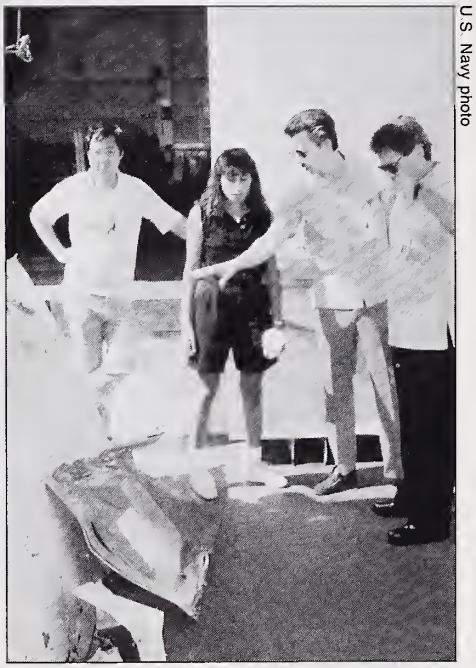
"Some people have compared this mission to finding a needle in a haystack. We had a lot of information which reduced the size of the haystack," said Weigel.

The information he referred to was provided by Naval Sea Systems Com-



U.S. Navy photo

Left: The crew readies *Sea Cliff* for an at-sea mission. Below: The recovered parts of the cargo door may provide investigators with clues as to how it came off the plane in flight.



U.S. Navy photo

mand's *Orion* side-scan sonar. In late July, *Orion* located a debris field which gave *Sea Cliff* a starting point in its search.

We located and identified 14 of 38 targets located by *Orion*," Weigel said. "Eight items were aircraft debris but not the pieces we were looking for."

After five unsuccessful dives on the debris field, the decision was made to expand the search area to the east based on information on currents and prevailing winds. Their efforts paid off on the sixth dive when *Sea Cliff* radioed her mother ship that it had located a large piece of debris. A description of the object confirmed it was the lower portion of the plane's cargo door. The upper section was located and retrieved in a subsequent dive.

"Technology played its part," remarked RADM Michael Colley, commander, Submarine Force, U.S. Pacific Fleet, "but it really came down to a group of front-line submariners putting their talents, common sense and know-how to work. They did a magnificent job."

Classified as a "manned, non-combatant, untethered submersible," *Sea Cliff* is capable of operating at depths approaching four miles. With a television camera for eyes, manipulators for arms and Weigel for a brain, *Sea Cliff* supports deep ocean science research for the Navy and a number of other organizations that apply to use her.

Weigel and his crew of submariners also made national headlines a year ago when they took a dive into Monterey Canyon, Calif., and discovered the resting place of the Navy dirigible *Macon* off Point Sur, Calif. Assisted by predictions from the Naval Postgraduate School Air and Ocean Science Department and the Monterey Bay Aquarium Research Institute, *Macon* was found in 1,500 feet of water. The rigid airship crashed in 1935, killing two of her 84 crew members.

The discovery proved significant to naval and aviation historians. When *Sea Cliff* came upon *Macon*, her video camera recorded evidence of two of four Curtiss *Sparrowhawk* F9C-2 biplane fighters to be nearly intact.

The only other *Sparrowhawk* believed to exist is housed in the Smithsonian Institution in Washington, D.C. No successor to *Macon* was ever built, and her passing marked the end of an era.

Under the stewardship of the "unsung hero," *Sea Cliff*'s other 1990 expeditions included the search for the elusive "fifth force" of nature — investigation into the Loma Prieta earthquake location — and numerous experiments for marine scientists.

These unique national science assets make Weigel and *Sea Cliff*'s crew leaders in the field of underwater exploration for the scientific and academic communities. With their own unique capabilities, they have participated in many important scientific investigations and recovery missions.

"We're National Aeronautics and Space Administration in the opposite direction," boasts Weigel. He said the explorations of 1990 have been the "most exciting and challenging of his underwater career." □

Thompson is assigned to the public affairs office Commander, Submarine Force, U.S. Pacific Fleet, San Diego

DESERT STORM

Shelter from the storm

Navy hotline provides information during times of crisis.

Story by JO1 Chris Price and JO1 Sherri E. Bashore

"Hello, emergency communications center, may I help you?" asks the chief petty officer.

"My husband is on a ship in the Gulf, our car broke down and the warranty is in his name only and I lost the power of attorney," said the shrill female voice, apparently calling long distance.

The chief asks, "Ma'am, do you know what ship he's on."

The woman quickly responds, "Kennedy."

The chief completes the call by giving the woman the telephone number for the family service center serving USS *John F. Kennedy* (CV 67) and advises her to write to her husband and have him send her another power of attorney. In the 15-second downtime until his next call, he stares at a bulletin board with big black letters reading: "MISSING-INJURED-CAPTURED-KILLED." The far right side reads: "SPANISH SPEAKERS ON DUTY."

Sitting to his left, another phone talker quietly opens the *Washington Times* to a full-page color photo of a *Scud* missile. The sounds of mumbled voices are broken with another series of rings:

"Hello, Emergency Communications Center, may I help you?" asks the chief.

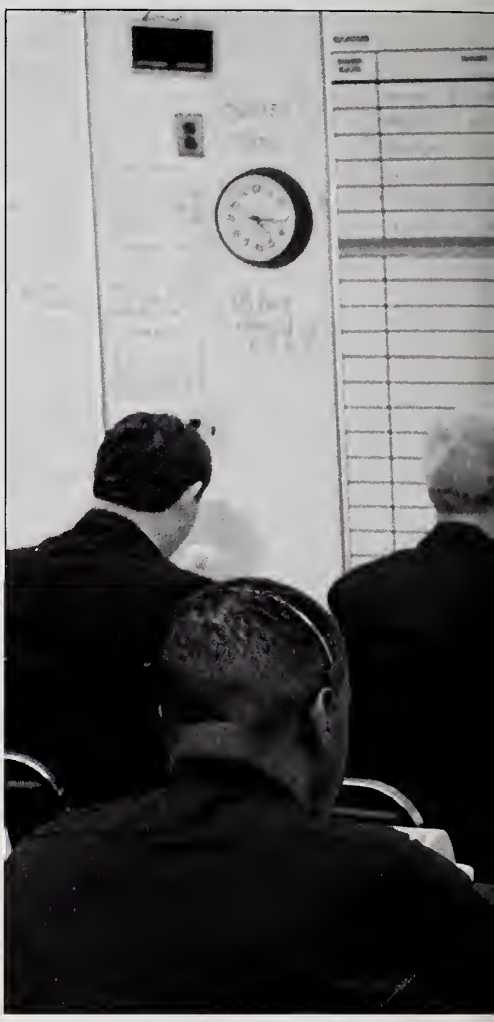
"I'm looking for my son," says the voice. "He's definitely on a sub tender. I think it's the McKee, *but I'm not sure. ... "* The chief petty officer listens intently.

The emergency communications center, located on the first deck of the Bureau of Naval Personnel at the Navy Annex in Arlington, Va., was *not* established in response to Operation *Desert Storm*. In fact, it's been there for years.

When news networks gave the "late-breaking" announcement of the deaths of 47 sailors in the turret two explosion aboard USS *Iowa* (BB 61) April 19, 1989, the ECC was activated, and viewers were informed they could dial a toll-free telephone number distributed to the media by the Department of Defense. The ECC hotline was deactivated following the crisis.

On May 8, 1990, when the crew of USS *Conyngham* (DDG 17) fought a massive fuel fire 80 miles off the Virginia coast in which one officer was killed and 18 crew members hospitalized, the ECC was again activated, and viewers were given the same number.

When an Israeli-chartered liberty ferry, used to shuttle crew members of USS *Saratoga* (CV 60), capsized and sank off Haifa, Israel, resulting in the deaths of 20 sailors in December, the same toll-free number was given.



Information boards at the BuPers ECC display the latest information on Navy personnel deployed to *Desert Storm*. Inset: YN1 Leonard Blihar responds to calls at the CHINFO CRC.

Even if newscasters emphasize "no casualties involved" during a Navy incident, viewers with loved ones in the fleet still want proof from a Navy spokesperson reassuring them that "all hands are indeed, OK." During peacetime, the ECC hotline is manned by BuPers personnel and is the public's personal link to the Navy during a crisis.

By Jan. 17 — barely into the allies' first bombing raid of Operation *Desert Storm* — families were calling the ECC hotline at up to 1,000 in-

Photo by PH1 (AC) Scott M. Allen, Insert photo by JO2 Oscar Sosa

quiries per hour, averaging 70,000 calls a week. The number of callers made it necessary for BuPers to augment their incoming phone lines with reservists recalled to active duty.

"Sometimes families just want to hear information from another human voice; the counselors do a lot of reassuring," said LCDR Bruce Williams of the BuPers public affairs office.

Twenty-eight ECC phone lines are staffed around-the-clock. An automatic telephone sequencing device is capable of handling all 28 lines simultaneously. Operators can also communicate with 14 callers, while putting 14 others on hold.

"When the television flashes that 800-number on the screen, people who are [seeking information] about any service branch will call," Williams said. "This number is released to the media when there has been an accident involving casualties, but many people have the expectation that we solve a variety of problems.

"It's really reserved for family members when an accident occurs," Williams said. The news networks are notified of the ECC's activation via fax and are requested to publicize the emergency hotline number.

Williams adds that while the ECC is not a locator service for reuniting estranged family and friends, callers should know the service member's full name, social security number, rate and assigned unit. ECC counselors cannot pinpoint an exact location where a member may be, but they can confirm whether a particular ship is deployed to Operation *Desert Storm*, or refer callers to the Navy Locator Service for additional assistance.

Counselors refer callers to their local personnel support detachments to answer questions concerning pay and benefits, and to family service centers to help identify their ombudsman. They also answer calls from congressional staff members. An ECC chaplain is on each 8-hour shift to assist in handling calls. A bilingual service member is generally available to talk with the five to 25 Spanish-speaking callers each hour.

"In the beginning, on some of the watches, we were running a little over 1,000 calls an hour [English and Spanish combined]," said CDR Douglas Yriart, a Spanish-speaking reservist who is operations coordinator for an ECC watch team.

"Now, during the day, we run about 300 to 500 calls an hour. Some-

Photo by JO2 Oscar Sosa

LT Beci Brenton refers a family member's question to the CHINFO CRC.

times they'll be in spurts depending on what's on the news."

Yriart, whose civilian job is with the federal government, notices that as the war lingers on, the calls get lengthier as well. "They're not just calling to see if a loved one is okay; they're starting to ask for more complicated information. First, it was people who wanted to touch the Navy, and be touched," he said. "Now, they want service."

Some children have even called the ECC hotline, and Yriart adds that a few of his calls are unusual.

"One woman said that her daughter has graduated from high school," Yriart said, "and added — 'She's giving me a lot of trouble at home. Is there any way you could take her?'"

Navy reservist Chief Sonar Technician (Surface) Al Baker, assigned to the Navy and Marine Corps Reserve Center at Anacostia in Washington, D.C., was also called up for full-time, active duty at the ECC. He temporarily left his job at an engineering firm in Gaithersburg, Md.

"We had been shown the ECC during our drill weekend a month before [the war]," Baker said. "Although it hadn't been fully worked out — we were told what we were going to do and where we'd be.

"We put a lot of people at ease," said Baker. But he remembers taking a call that wasn't so easy. When he informed a woman that her husband's ship was participating in *Desert Storm*, she burst into tears and hung up the phone.

"I didn't get a chance to tell her that there were no reports of casualties," he said. "Another woman, told me she got a recorded phone call that said, 'Please stand by for an urgent message.'"

Baker said that this recording went on for two minutes. "When she talked to me, [I could tell] she was shaking," he said. "I had to calm her down and tell her that the Navy doesn't telephone and tell you you have an injured son. I don't know what we could do about prank calls to family members, unless a number of them showed up in a certain area."

Family Service Centers throughout the fleet are also providing services similar to the ECC — primarily counseling and assistance. "Wives, husbands, friends and concerned community members man phones at their local FSC around-the-clock. There's a whole network of people out there who really care, and who are doing a lot of volunteer work," Williams said.

Other organizations like the American Legion, American Red Cross and television networks also publicize phone numbers where viewers can obtain additional information concerning loved ones serving in Operation *Desert Storm*.

Approximately 25 percent of the calls received by the ECC are from non-family members. An additional toll-free number was set up at the Office of the Chief of Information at the Pentagon to augment the BuPers ECC — to take the calls from the general public, well-wishers and people who are just curious about what is going on.

The idea of providing a second "hotline" began well before the Jan. 17 bombings. "We had the advantage of not having to scramble at the last minute," said CAPT Robert S. Prucha, assistant chief of information for plans, policy and community programs. "We actually began looking at this in September to see what we could do to assist the emergency communications center. We were designed to take away that 25 percent of the callers that went to them [BuPers]," he said. "That allows them to concentrate on the people they really needed to get to — the immediate family members."

To begin this type of operation, special telephones that work on a rotary system were put into place.

"We had these phones installed in October," said Prucha. "They were just kind of waiting for something to happen. When a member of the Office of the Secretary of Defense came up about two weeks before the hostilities began and said, 'we want all the services to go ahead and establish a toll-free number' — everything was done."

Not only were the telephones in place, the plans office also had a centralized location for the phone talkers, and information books filled with what they thought would be required to respond to the influx of queries — everything from ships' addresses to *Navy Fact Files* containing detailed information on missile systems, types of ships, etc.

The entire operation was ready the Tuesday before combat operations began in the desert. "The timing was nice," said Prucha. "It was during the news that we first heard reports that there was bombing in Baghdad. By 7:30 [p.m.] we had called the folks who had already gone home and kept those people who were unfortunate enough to still be around and said, 'OK you're the first team — you're the watch.'"

Twelve-hour shifts were set up to man the six telephones. Naval Reserve Office of Information Detachment 206 was activated, and the first-ever crisis response cell, under the direction of the Chief of Information, was a reality.

"The callers are very happy that we have done this — it gives them one more place to go," said Prucha. People are put at ease, although they don't always understand the nature of FSCs and what a ship's ombudsman can do.

"We can't keep track of every little thing that happens," he said, "but the ships have a way of communicating with the ombudsmen."

Even though the CRC was established to deal with the general public, immediate family members still call the alternate toll-free number. For the most part, CRC personnel handle the calls. They also make sure the callers have the BuPers ECC toll-free number.

Yeoman 3rd Class Linda Dunnan has been manning the CRC telephone lines since the beginning. "It's hard work, and I'm really tired, but I feel like I am doing something for these families who call and need assistance," she said.

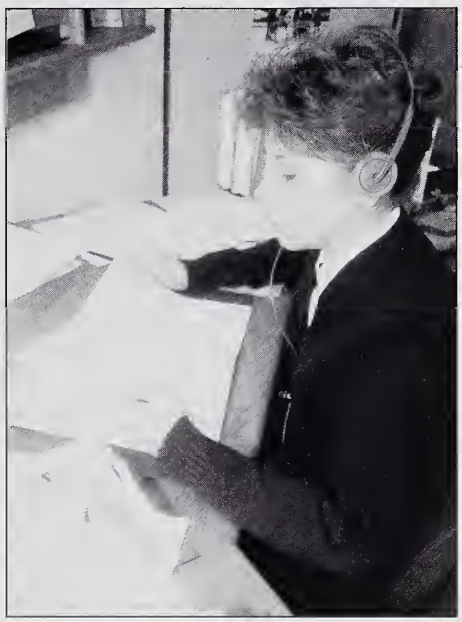


Photo by JO2 Oscar Sosa

YN3 Alana Glenn at CHINFO CRC uses the *Navy Fact File* and other information sources to provide a response to questions.

Questions range from, "Why is the mail so slow?" to "When are they coming home?" One woman called Dunnan to check on the status of her husband. The caller was informed that the ship her husband is on is in the Gulf in support of Operation *Desert Storm* and that there were no reports of injuries or casualties at this time.

"She was trying to keep herself together," said Dunnan. "She was doing a real good job and she said, 'Would you mind telling my five-year-old that? Instead of hearing it from mommy, he wants to hear it from an official.' I let him know that there weren't any problems with any of the ships and that I was sure that his dad was OK," Dunnan said. "His mother got back on the phone and I could tell she was in tears as she said, 'Thank you very much.' That was hard," said Dunnan. "It hurt; it was really tough."

Those manning the CRC phones are constantly given updated information. All news programs and press briefings are monitored. If pertinent information is brought out, CHINFO personnel type out "the latest" and pass it on to the phone talkers. Meetings are held before and after each shift. That way, the new shift knows what has happened since their last shift, and those coming off the watch can discuss any problems they encountered.

LTJG Lydia Zeller, who referred to herself as a "CRC plank owner," is amazed at the general public's view on Operation *Desert Storm*. "What's interesting is the number of ideas on how to stop the war," she said. "We take their suggestions, and if someone really has a good idea, we pass it up the chain of command. It's an interesting role, and it's also rewarding to work with the other facet of the service member — their family — who needs to know on a daily basis if there are any casualties on a ship. But," she said with great concern, "it is emotionally difficult."

Zeller expressed how important and helpful it would be if every sailor would write home just to say, "'Mom, dad, I'm doing well. We're busy and I'll write later.' Just staying in contact with those back home, letting them know what you are doing, makes family members feel more confident. That way they can call us [CRC] with better questions and we can get them better answers."

Relief arrived in February for the regular active-duty personnel who have put their routine jobs aside to man the phones. Twenty-five more

naval reservists came in, making it possible to set up three, 8-hour shifts.

As with most new systems or operations, the "bugs" have to be worked out as you go. "We are still trying to fine-tune the system," said Prucha. "We have a representative from the phone company coming in to make our system more sophisticated, almost like what they have at the ECC. We hope to have the capability of putting an additional nine callers on hold."

"This is not something that will end when *Desert Storm* goes away," added Prucha. "RADM [Brent] Baker [Chief of Information] has indicated that we will maintain the capability here, so if we have a *Stark*, a *Midway* or a *Saratoga* incident, we can stop what we are doing, man up and take care of the phones. I think that is unique to the Navy, I don't think the other services will maintain a toll-free number within their information department."

Whether calling the ECC or the CRC, people with loved ones participating in Operation *Desert Storm* have a real, warm and friendly Navy person they can linkup with for reassurance and understanding. □

Price and Bashore are writers assigned to All Hands.

Hotlines

BuPers ECC
1-800-255-3808

CRC CHINFO
1-800-732-1206

When tragedy hits home

CACOs are there to support the families

Story by JO1 Chris Price

Navy sailors boast that their daily jobs and collateral duties are the "toughest in the Navy" — be it painting the side of a carrier, training, dispersing pay to thousands or being on a ship's damage control team.

But sailors who are CACOs — Casualty Assistance Calls Officers — indeed have the most difficult job in the Navy.

CACOs are tasked with notifying families that their active-duty loved one has died or has been taken as a prisoner of war. In many cases, the CACO does not know the service member personally, but is assigned to handle the most sensitive and detailed aspects for the family — relaying survivor benefits, transportation and attire of the deceased member, plus burial arrangements according to the family's wishes.

Each naval base and Reserve center has a number of sailors who serve as CACOs. CACO coordinators periodically hold one-day CACO training courses Navywide, where those eligible to serve as CACOs (E-7s and above, and officers with at least two years on active duty), are instructed on survivor benefits, Veterans Affairs contacts and how to be supportive. They are also instructed on what to expect when they visit a home.

News of the death of a Navy member can be so devastating to a family, that some family members may not believe what they hear.

"It does happen — but not frequently," said Millie Fraker, assistant head of the Casualty Assistance Office of the Bureau of Naval Personnel in Arlington, Va. "It just hits them so strong that they're not listening to a word that the CACO is saying. They're in shock. But when the CACO brings news of a service member's death," she said, "it's always true — there's no room for error here."

Fraker said that in cases where families don't readily accept the news, the CACO gives the next-of-kin a card with the telephone number of the Casualty Assistance Office, which can act as liaison between the CACO and the family in these cases.

"We try to get the families calmed down — then get the CACO back in touch with them. The families need to have that bond with someone close," she said, "and the CACO needs to keep the family informed about what is going on."

The Navy *always* notifies families of a service member's death in person — never over the telephone. Some CACOs in rural areas drive distances of 200 miles — not knowing if the family is home at all.

"They [CACOs] can't call ahead to make sure the family's there," Fraker said. "It's better that we do it this way. The families deserve to be notified, in person, by the Navy.

Photo by PH1(AC) Scott M. Allen

Reserve CDR Douglas Yriart and STGC Al Baker were called to active duty to man the phones at BuPers' ECC.

"CACOs always take a chaplain with them on their initial visit," she said, "because you never know how the family is going to react. We need two people there — and it's good to have a chaplain who is capable of giving spiritual help."

The Navy's method of notification of death or serious injury begins with the service member's command. When a sailor dies, is seriously injured or missing in action, the parent command sends out a casualty report based on information from the member's Page 2 via message to the Casualty Assistance Office.

The office pulls its copy of the member's microfiche and compares the two sets of data for accuracy. Afterward, they contact the CACO at the naval base or Reserve center nearest the homes of the primary and secondary next-of-kin. The CACO and a chaplain will notify these individuals in person. Once notification is completed, the name can be released to the news media.

"Right now, during *Desert Storm*, once we make the notification — it goes to our public affairs office, to the Chief of Information and to the Office of the Secretary of Defense [before releasing the name to the press]," said Fraker.

According to LCDR Bruce Williams, public affairs officer at BuPers, "We owe that to the next-of-kin of fellow service members."

When 20 sailors from USS *Saratoga* (CV 60) died in December after their Israeli-chartered liberty ferry capsized and sank off Haifa, Israel, Williams said it took a day-and-a-half to notify one individual, because when the CACO visited the address on the Page 2, the house was boarded up.

"But CACOs are there for the family to lean on," Williams added. "Families can take care of themselves — but they have to deal with an entity [the Navy] that they're not used to dealing with. Their only dealings with the Navy have been primarily through 'Johnny' or 'Sally.'

"It's really a lot of responsibility," said Williams, who served as a CACO at a previous command. "It's hard just one time [for one death] being a CACO, but it's harder giving that much of yourself two or three times — even in a year's period of time. It's a tough job, and it's a full-time job."

The Casualty Assistance Office is ready to handle any mass casualties resulting from Operation *Desert Storm*. "Back in August, DoD gave us an estimated number of casualties based on a 'worst case' scenario," Fraker said. "Based on that, I tried to figure out a reasonable means of how we would do CACO training on a daily basis — if we had real large numbers of casualties."

"From mid-November on, we've been training reservists on their drill weekends," she said. "A couple of them have come in periodically, other than on the weekends, to get training as well. Now that reservists are permanently here on active duty, our staff is training them daily."

Fraker said that whenever the Casualty Assistance Office starts seeking larger numbers of CACOs, they bring in additional people from throughout the building — both active-duty and civilian volunteers. The office also works closely with other service branches — to cover the cases of service members who die on active duty while assigned to units of other branches.

"I think it's really a big plus for us, that everybody is willing to do whatever it takes to get the job done," Fraker said. "Unless you're out there dealing with the families you can't guess how each visit will go — and each family is different.

"CACOs have to be ready to help when they walk through that door." □

Price is a writer assigned to All Hands.

Wisconsin hosts *Desert Shield* sports festival

Competition gives sailors a break prior to the onset of Desert Storm

Story and Photos by JO2 Kevin M. Norman

While off the coast of Bahrain during the Christmas season, USS *Wisconsin* (BB 64) hosted the Operation *Desert Shield* Holiday Sports Festival. Invitations were extended to U.S. shore and afloat commands operating in the Persian Gulf to compete in wrestling, boxing and weightlifting. Participating commands included representatives from *Wisconsin*; Commander, Middle East Force; USS *Blue Ridge* (LCC 19); USS *LaSalle* (AGF 3); USS *Bunker Hill* (CG 52); USS *Macdonough* (DDG 39); and USS *Nicholas* (FFG 47).

LT Guy Zanti, *Wisconsin*'s missiles officer and one of the coordinators of the holiday festival, said sports seemed a logical alternative to any other celebration.

Above: *Wisconsin*'s FC2 Tom Conroy pins his competitor during the wrestling competition as fellow grapplers and crew members look on.

"The festival gave the guys an outlet in which they could alleviate their frustrations and the emotional distress that comes with holidays spent away from home," Zanti said.

Top: GSE1(SW) Mark Miller strains beneath the weight of 495 pounds in the squat event on his way to victory. Bottom left: Crewmen observe all the day's action from "the best seats in the house." Bottom right: PHAN Arthur Barton and SN Robert Kientz slug it out in the ring.

"It also gave them a chance to demonstrate certain athletic skills they've been working on for some time."

The entire after portion of *Wisconsin* was turned into a gymnasium, complete with a boxing ring, wrestling mat and weightlifting station.

Zanti gave some of the credit for the success of the event to the quality of competition.

"We had a lot of participation from outside commands. And, the people they sent us were quality athletes," said Zanti.

Personnelman Seaman Apprentice Thomas Terrien, a *Wisconsin* sailor who wrestled in the 138-pound varsity weight class said, "The level of competition was very high. There were some good wrestlers."

The wrestling event incorporated collegiate rules, with nine different weight classes. Of those nine classes, *Wisconsin* sailors took gold medals in seven.

Weightlifting was scored on a point system that combined the total weight of lifts in the squat, deadlift and bench press. *Wisconsin* sailors took four gold medals out of the six weight classes.

Boxing, a staple in Navy athletic competitions, featured 10 different bouts, of which, *Wisconsin* boxers laid claim to nine gold medals.

The point of the festival was not to prove which ship or command was most athletically adept, but to provide *Desert Shield* sailors an enjoyable afternoon on a day usually spent at home with relatives.

"It was great," said Storekeeper 3rd Class Michael Duckett. "We need to have another one real soon." □

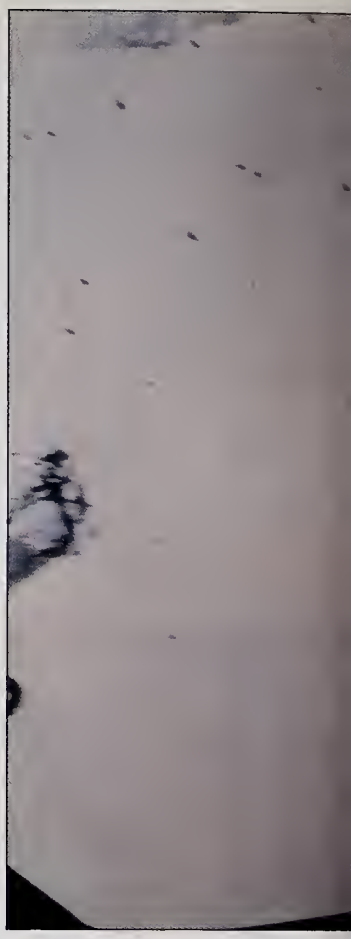
Norman is assigned to public affairs office, USS Wisconsin (BB 64).

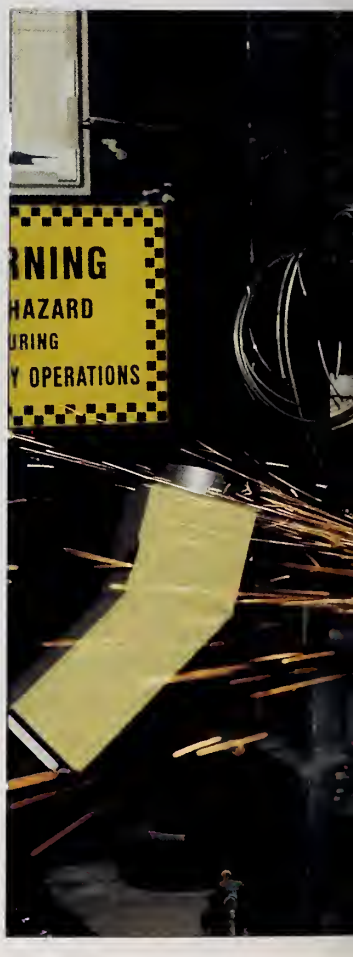
DESERT STORM

Men of *Kennedy*

Left: Before hostilities began, USS *John F. Kennedy* (CV 67) refueled every three or four days to keep her tanks topped off. Semaphore communication with USS *Seattle* (AOE 3), performed here by SM3 Christopher Clipper, is an important part of an UnRep operation. Photo by PH2 Charles W. Moore.

Above: Although the beginning phase of Operation *Desert Storm* has been dubbed an "air war," BTFN Clark Roderick's job below decks in the boiler room, is a primary component in *Kennedy*'s ability to fight. Photo by PH2 Charles W. Moore.

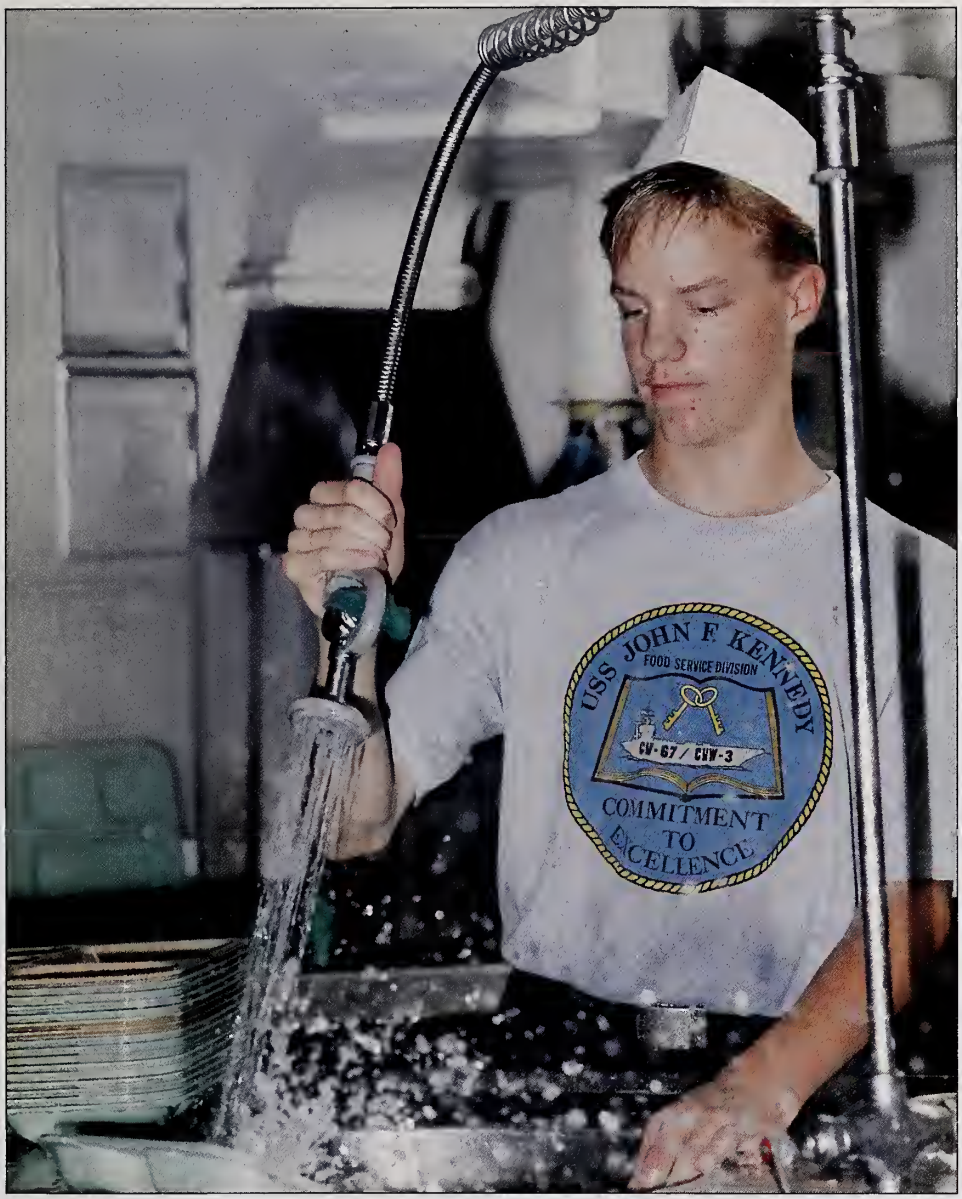




Above: HM3 Dennis Kordes readies a hypodermic needle in *Kennedy*'s sick bay. Photo by PH2 Charles W. Moore. Above right: CDR John Leenhouts, executive officer of VA 72, shot a self-portrait during a low-level targeting run in Saudi Arabia, prior to the outbreak of war. Air supremacy over Iraq has enabled Leenhouts to continue his dual career — attack pilot and amateur photographer — during actual combat missions in the skies above Iraq and Kuwait. Right: Each task, no matter how small it may seem, has taken on an added sense of purpose to the crewmen of *Kennedy*. FA Eric Smith works in the metal shop to support the ship's mission. Photo by PH3 Paul A. Hawthorne.

Above: AE3 Tim Olcot repairs sensitive, advanced micro-circuitry illustrating the high-tech weaponry deployed against Saddam Hussein's forces. Photo by PH2 Kevin P. Gill.

Below: Aviation ordnancemen like AO3 Christopher Randolph and AO3 Raymond Perry work through the night to assemble bombs and missiles and transport them to the flight deck. Photo by PH2 Charles W. Moore.



Above: Within the intricately connected scheme of life aboard an aircraft carrier, each person, from mess cook to fighter pilot must tackle daily tasks with a strong sense of purpose. AN Tom Gillespie knows that if people don't eat, planes don't fly and the mission doesn't get accomplished. Gillespie supports the preparation, serving and clean-up of 15,000 meals each day. Photo by PH3 Kevin P. Gill.

Left: The number of sorties flown takes its toll on aircraft and flight deck support equipment. Due to high intensity air operations, ASAA William Green works on ground support equipment crucial to the ship's mission. Photo by PH3 Kevin P. Gill.

Right: Firefighting drills, an everyday event at sea or in port, are conducted as though lives depend on every man's actions. *They do*. ISSN Willis Ray reports to his fire station. Photo by PHAN George J. Stuckert. Below right: PC2 Jerry Silas helps keep the lines of communication open between sailors and their families. Photo by PH2 Kevin P. Gill. Below left: PR3 Charles Landrum (left) and PR3 Erin Ruscio provide the step-by-step attention to detail necessary to maintain an assortment of emergency lifesaving equipment. Photo by PH2 Kevin P. Gill.

"We know what our jobs are . . . and what we have to do." Photo by CDR John Leenhouts.

MSC ships in *Desert Storm*

Civilian ships used in wartime UnRep for the first time.

Story by JO1 John S. Verrico, photos courtesy of Naval Sea Systems Command

Several civilian cargo vessels are augmenting the Navy Combat Logistics Force for Operation *Desert Storm*.

Although merchant tankers have been used for many years for underway refueling operations, *Desert Storm* is probably the first operation in maritime history in which civilian merchant ships will be used to provide ammunition and supplies to Navy vessels while under way.

The capability to replenish Navy ships at sea with supplies and fuel has been a concern for nearly as long as men have sailed the seas. In the early 1800s, floating supply bases were developed. These ships were anchored near operational theaters and were used as headquarters, warehouses and hospitals.

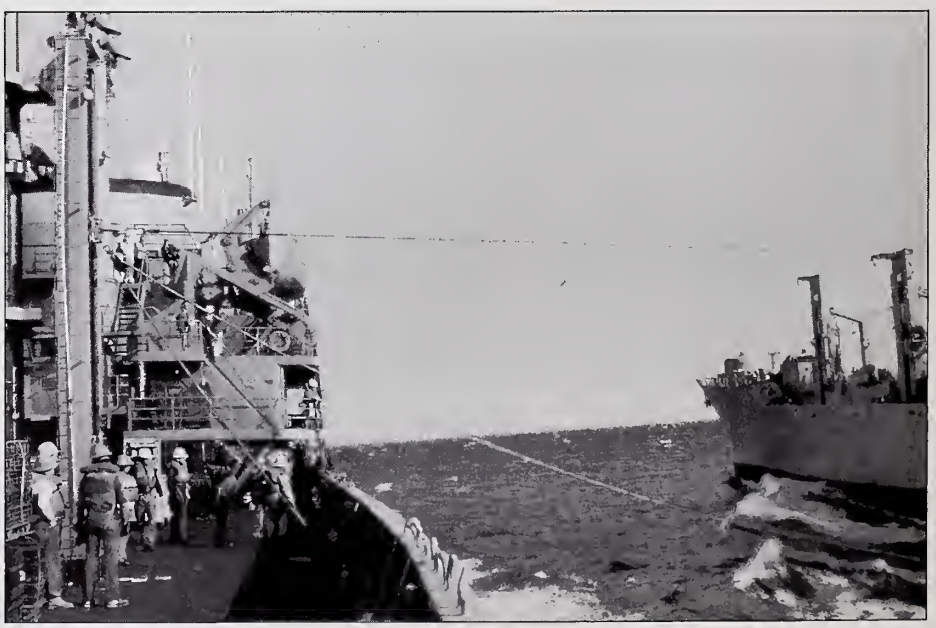
During the Napoleonic wars, small boats or "bumboats" were used to bring supplies to British vessels performing blockade functions off French shores. The bumboats could tie up to the slow-cruising blockade ships and the supplies were lifted in cargo nets. Similar small boats were used by American ships during the War of 1812.

But these small boats were limited in the amount of supplies they could carry, and many trips had to be made to each individual ship. Larger sailing vessels could not pull alongside because the two ships would block each other's wind, so alongside replenishment operations between ships could not be accomplished until the development of steamships.

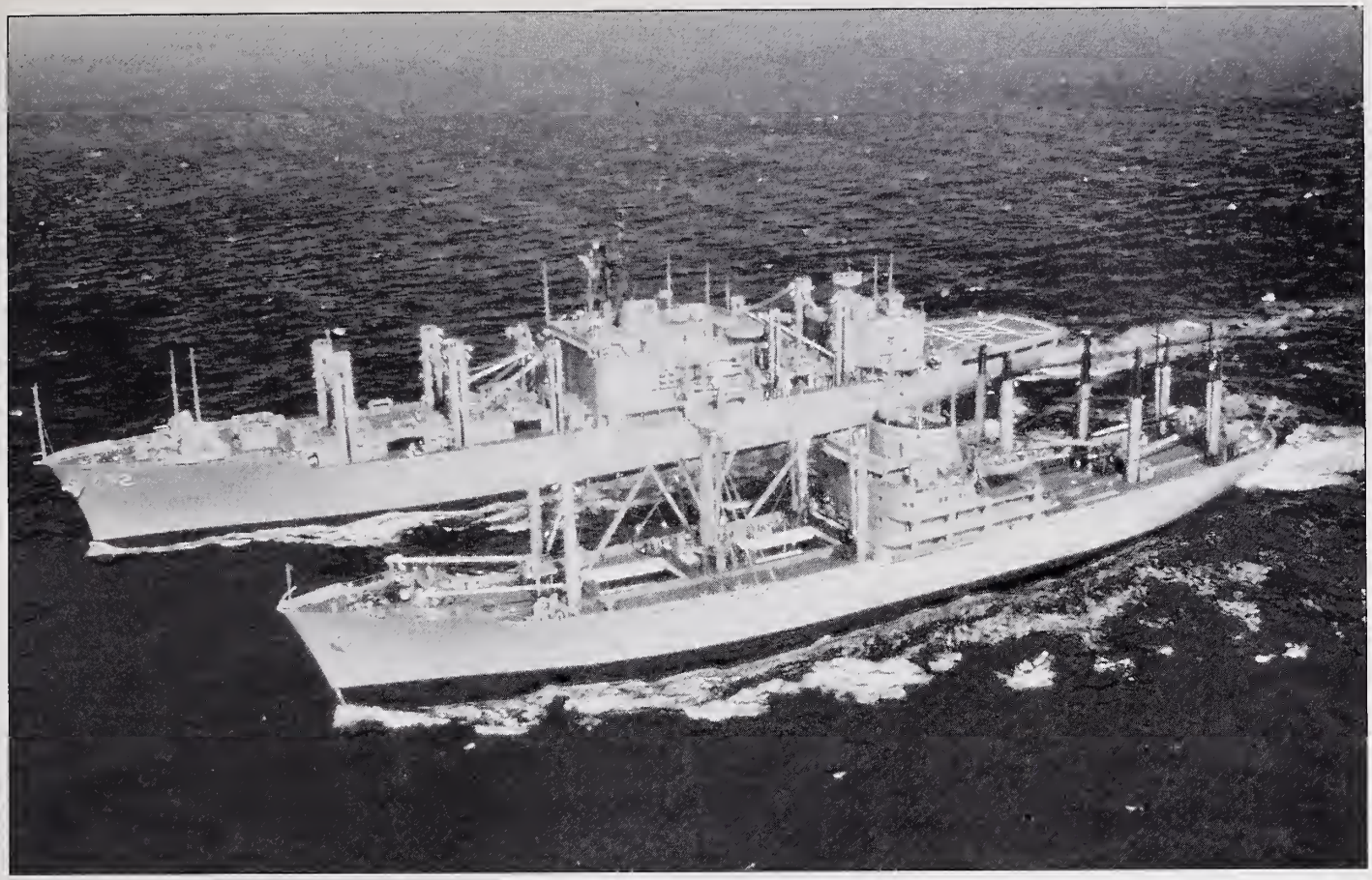
Experiments were conducted around the turn of the century, when most steamships still operated using coal as fuel, to attempt to replenish depleting coal supplies aboard combatant vessels by lowering coal bags from a merchant collier. The experiments were unsuccessful, and no further tests were conducted until liquid fuels were developed many years later.

By World War I, the first underway refueling operations were conducted by dropping a fuel hose astern of the replenishment vessel. Alongside refueling was first tested during the 1920s and '30s and became standard practice by World War II. Underway replenishment of ammunition and cargo was first brought into routine use at that time, using specially designed Navy auxiliary vessels. In the latter years of World War II, merchant cargo ships carried ammunition to the Pacific theater and re-armed U.S. Navy destroyers while at anchor, but only Navy replenishment ships were used for transferring supplies to ships while under way.

The first time a civilian vessel was used for dry cargo transfer operations was in 1985 during *Mediterranean Logistics Exercise* '85. A merchant vessel, SS *Southern Cross* (T-AK 285), was fitted with sliding pad-eye replenishment stations and tested for feasibility as a shuttle ship to carry supplies to Navy vessels under way. During the operational demonstration, replenishment ship USNS *Rigel* (T-AF 58), broke down and *Southern Cross* took her place as the refrigerated stores ship for the exercise.



***Mediterranean Logistics Exercise* '85 provided the opportune time to first use civilian vessels like SS *Southern Cross* for dry cargo transfer with the combat stores ship USS *Sylvania* (AFS 2).**



***Sylvania* comes alongside *Southern Cross* for a historic underway replenishment between a Navy vessel and a civilian merchant ship.**

"This was *the* test," said LCDR Irvine Renton, sealift program officer at Military Sealift Command. "That's what proved to us it could be done."

Six merchant dry cargo ships and two transport oilers are currently in various stages of preparation for their new mission. Of them, only SS *Cape Alexander* (T-AK 5010) and the two chartered tankers, MV *Richard G. Matthiesen* and MS *Lawrence H. Gianella* were fitted with the Navy's standard tensioned replenishment alongside method rigs. The other ships are all using sliding pad-eye systems, which means they must go alongside STREAM-equipped ships to transfer their cargo. Three of those ships, SS *Cape Archway* (T-AK 5011), SS *Cape Ann* (T-AK 5009) and SS *Cape Avinof* (T-AK 5013), are also equipped with flight decks to accommodate helicopters for vertical replenishment operations.

"These 'shuttle ships' are designed to restock Navy replenishment ships," said CDR Michael J. Lynch, mobilization sealift director at Military Sealift Command. By receiving new loads of ammunition, fuel, food and other supplies, the replenishment ships can remain in-theater and not have to travel to distant ports to pick up additional cargo.

No compatibility problems are foreseen between the Ready Reserve Force vessels and Navy replenishment ships, but there may be some limitations of their capabilities compared to regular Navy replenishment ships.

"With smaller crews of only about 62 personnel, they can't work the holds and the deck at the same time," said Renton. "They have to pre-stage everything and [these ships] have a limited staging area." Also, because of the smaller crew, the merchant ships will not be able to staff shifts, and can only work a limited number of hours. Navy auxiliary ships with much larger crews can work around the clock.

Cape Archway, currently operating in the Mediterranean under Commander Task Force 63, and *Cape Ann*, which recently loaded cargo at Naval Weapons Station Earle, Leonardo, N.J., will both be used as ammunition supply ships. *Cape Alexander*, now training her crew, will serve as a refrigerated stores ship. *Cape Avinof*, SS *Cape Alava* (T-AK 5012) and SS *Agent* (T-AK 5015) will be assigned to Commander Task Force 73 and are activating and conducting crew training. Four additional breakbulk cargo ships, SS *Ambassador* (T-AK 5007), SS *Aide* (T-AK 5006), SS *Adventurer* (T-AK 5005) and *Southern Cross* are in the process of being activated in the event they are needed in the future. □

Verrico is a reservist assigned to the public affairs office, Military Sealift Command, Washington, D.C.

Cool it

Cool sounds advance naval technology.

Story by John Sanders

Recent discoveries made by scientists at the Naval Postgraduate School in Monterey, Calif., may revolutionize many shipboard and household products, such as refrigerators and air conditioners, and help reduce the use of environmentally damaging chlorofluorocarbons in the 21st century.

CFCs are gases used as coolants. They are released into the atmosphere accidentally by mechanics working on air conditioning and refrigeration systems and by faulty equipment. When released, CFCs combine with the ozone layer, breaking it down.

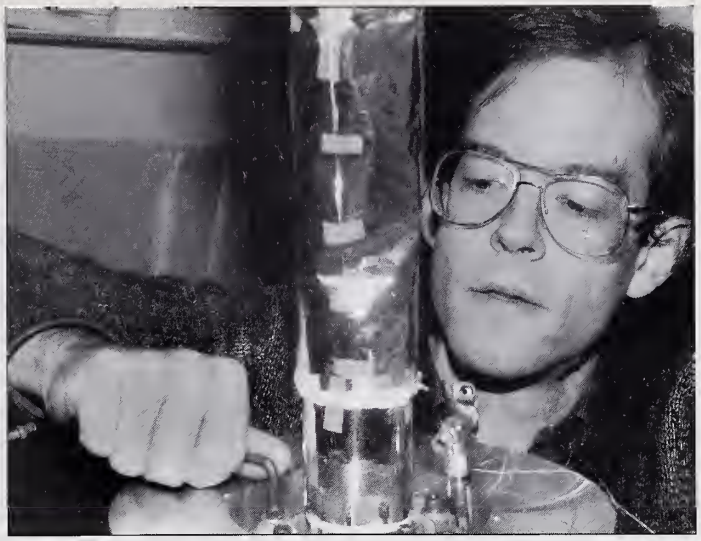
NPS researchers have developed a new type of engine, called a cryo-cooler, that operates by sound energy to produce cooling. The radical new technology could eliminate the use of refrigeration chemicals such as CFCs, and its potential has captured the attention of scientists, environmentalists and air conditioning manufacturers around the world.

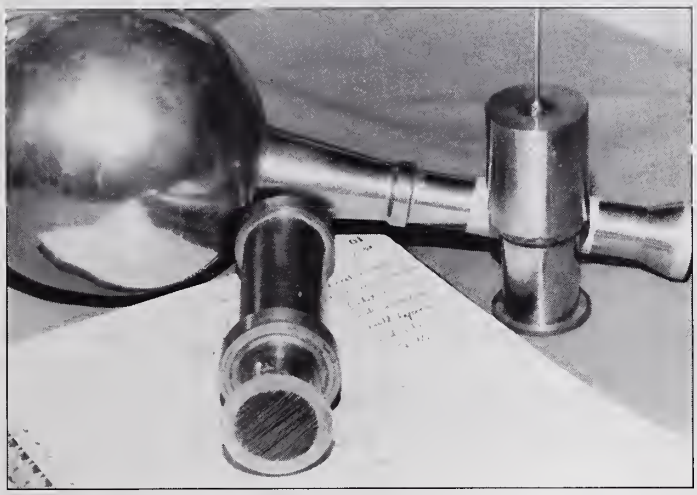
The NPS invention, based on a 1980s discovery by Los Alamos, N.M. scientists, is the first practical application of the cryo-cooler concept. It is referred to as a "natural" engine because sound is used to "drive" the process of cooling.

The cryo-cooler uses a stereo loudspeaker to create sound waves with an intensity many times greater than even the loudest "heavy metal" band — equaling or exceeding the noise generated by a *Saturn* 5 rocket at launch. The deafening roar of the system's acoustic engine is kept neatly encased within the cryo-cooler. For a person standing next to the new age refrigerator, the only audible sound is a very mild hum, less noise than that produced by a personal computer or copy machine.

LT Charles Cameron does his thesis and lab work on the concept of refrigeration by sound.

The pulse or natural phasing of sound waves, taking place hundreds of times per second, drives the sound-run heat pump, replacing the valves, cams and timing chains used in internal combustion engines and other conventional technologies. This natural phasing results in a dramatic decrease in the number of moving parts and sliding seals required to produce a refrigerator, resulting in a device that is potentially both more reliable and quieter-running. Additionally, a refrigerator driven by a thermo-acoustic engine does not require CFCs, which deplete the Earth's





Above: Adjunct Professor Thomas Hofler, one of the developers of the cryo-cooler makes a minor adjustment to the system's thermo-acoustic engine. Left: A tube component used in the process of cooling.

protective ozone layer.

"It's a good sign," said Erik Johnson, an environmental analyst who recently completed a research paper on alternatives to CFCs. "It shows a movement away from other solutions involving chemicals that we find unacceptable."

After working quietly for several years in their basement laboratory at the Navy university in Monterey, NPS scientists Thomas Hofler, Steven Garrett and Anthony Atchley are now being sought out by established U.S. corporations such as General Motors, Whirlpool, Chrysler, Ford and Dupont, as well as engineering firms from Canada, Denmark, England, India, Italy, Japan, Scotland and Sweden.

Hofler, the youngest of the NPS scientists, was honored by the Acoustical Society of America last year for his role in the pioneering research. He received the society's prestigious R. Bruce Lindsay Award for published work advancing theoretical acoustics.

The cryo-cooler may also help increase the reliability of high speed electronics and sensors. Future use of the cryo-cooler holds particular promise for tactical operations that depend heavily on reliable intelligence data, including information obtained from surveillance satellites. Even though these satellites are in a frigid environment, they come in direct contact with sunlight. Overheating could cause a malfunction of the systems' vital camera equipment. The cryo-cooler would maintain the temperature and life span of the valuable surveillance equipment.

The direct involvement of U.S. Navy, Coast Guard and Army officers in the cryo-cooler research will help transfer this revolutionary technology into military applications.

LT Charles Cameron, an E-2C *Hawkeye* naval flight officer who worked on the cryo-cooler while completing his master's degree at NPS, jokingly refers to the device as a space-age beer cooler. Cameron said that working on the project with his friend, Army Maj. Ron Byrnes, gave him a unique chance to "build something practical, [especially] from a military perspective."

Cameron received recognition from the American Institute for Aeronautics and Astronautics, one of the world's largest and most prestigious scientific societies, for his work on a space shuttle vibro-acoustics research project. He has remained at NPS to work on his doctorate and to conduct research on another militarily significant project, fiber optics. Cameron will return to the fleet next year as the assistant tactical data system officer on board USS *John F. Kennedy* (CV 67). His future includes a return to a *Hawkeye* flight crew, then a "payback tour," during which he will have an opportunity to blend his operational experience and graduate education to further advance Navy technology.

In addition to Cameron and Byrnes, two Navy submarine officers, LT Mike Susalla and LT Richard Volkert, Coast Guard LT Michele Fitzpatrick, and Canadian Air Force Captain Dave Harris have assisted in the cryo-cooler's development.

In its upcoming space-based test, the NPS cryo-cooler will convert battery-generated electrical energy into acoustic energy, and that, in turn, into refrigeration to cool spacecraft components. □

Sanders is the deputy public affairs officer at Naval Postgraduate School, Monterey, Calif. JO1 Sherri E. Bashore, assigned to All Hands, *contributed to this story.*

DESERT STORM

Persian Gulf service station

USS Acadia *on station, serving the fleet on the edge of* Desert Storm

Story by JO1(SW) Joe Gawlowicz and J02 Robin E. Allen, photos by JO1(SW) Joe Gawlowicz.

The crew members aboard USS *Acadia* (AD 42) may have felt like characters in a vintage black-and-white comedy last August after they gratefully unpacked and settled in after a port visit to Seattle, only to be caught in a revolving door that prompted them to repack hastily in preparation of an unexpected deployment to the Persian Gulf.

But there was nothing comical about the circumstances that surrounded the destroyer tender's sudden change in plans, nor the conditions under which *Acadia* sailors made hurried preparations, both operationally and personally, before their Sept. 5 departure from their San Diego home port.

Originally scheduled for a Western Pacific cruise in January 1991, *Acadia* sailors worked diligently to make three month's worth of preparations in a scant three weeks. This required a Herculean effort by each division and a monumental sacrifice by the sailors, who put in long hours and forfeited time normally spent with family and friends, or taking care of the 1,001 details that usually accompany preparation for a long deployment.

Although naval forces were already present in the Persian Gulf, *Acadia* was the first San Diego-based ship to leave port with the knowledge that her mission was to assist the fleet during Operation *Desert Shield* and in what eventually erupted into the hostilities of war during the early morning hours of Jan. 17.

With a crew of 550, and an additional repair staff of 650, *Acadia* is a floating haven for ships requiring assistance, with customers ranging from 150-foot patrol boats to nuclear-powered cruisers. Since entering the Gulf in October, *Acadia*'s 57 repair work centers have screened more than 2,400 jobs for hardware services from some 35 ships.

LT Stephanie Kiernan, one of *Acadia*'s four dentists, provides dental care, while at sea, to OS1 Edward Waahila Jr.

But there's another much more human side to the services this ship's men and women provide.

"Our main mission is the repair of other ships, but we also offer a lot of ancillary help in the form of 'people' services the ship's different departments offer," said CDR (Dr.) Paul Corbett, *Acadia*'s medical officer.

"We provide services like ID cards and personnel services, drug and alcohol counseling, a chaplain, career information and a wealth of information that the 'small boys' might not always have access to," said ENS Janet

Gallagher, *Acadia*'s administrative officer. "The use of the ship's store is an interesting part of a ship coming alongside, because our ship's stores are like a mini-mall compared to a ship that pulls up that just has something the size of a closet. It's a good feeling, after a ship leaves, to know that you've been able to help them."

"That's the nice thing about being alongside," said LT John Burnham, navigator aboard USS *Marvin Shields* (FF 1066), which moored abreast of *Acadia* at Manama, Bahrain, for several days in December. "We have an open brow, and they encourage us to wander across and find our counterparts to see what we can trade.

"When we were coming across [from the United States], one of the things we heard was that 'your supplies are going to be limited, your maintenance and repair will be on a shoestring.' We were getting ready to operate in a vacuum," said Burnham. "But just as we were getting over here, we saw the plan for *Acadia* to shuttle about and service all the ships. When we turned over with USS *Barbey* [(FF 1088)], they had all these warnings about how limited things would be here. Once *Acadia* got here, although it's meant a lot of work for her, she's really filled the void and helped us with many of our problems. She's made a big difference materially and with our morale."

And a crew's morale is greatly affected by its physical health. *Acadia*'s full medical and dental facilities help ease those worries. The ship's medical department performs physical exams and any other medical evaluations needed, using full diagnostic X-ray and laboratory facilities. The medical department has seen more than 1,300 patients from numerous commands since entering the Persian Gulf.

"One of the biggest things we provide to the 'small boys' is audiograms or hearing tests," said Chief Hospital Corpsman (SW) Jacqueline Knotts, assistant leading chief of *Acadia*'s medical department. "We've done more than

Crewmen from *Marvin Shields* learn how to perform cardiopulmonary resuscitation from *Acadia* medical personnel.

***Acadia* moors alongside *Marvin Shields* at Port Mina Sulman, Manama, Bahrain.**

600 audiograms for the ships we've tended so far.

"We've treated some people from other ships that we've had to keep on our ward to monitor and provide follow-up care," she said. "Because we have the facilities, a medical officer and a physician's assistant, we're able to provide more care than a small ship can. The crews of other ships respond really well to the care we give them. They work well with us, and we're here with open arms, ready to help them with what they need. Their medical department is usually very small and confined, and we have a lot more capability, so we're here at their disposal. *Acadia*'s motto is 'service to the finest,' so we try to live up to that."

"I can think of nothing better than having the tender alongside us," said HM2 Donnell Townsend, one of two corpsmen assigned to *Marvin Shields*. "We don't have a lot of medications or other facilities. The fact that they have a doctor makes it better for us, because cases we can't handle can be referred to him for better care."

"The men on the ship really take advantage of the services available from *Acadia*, especially the cardiopulmonary resuscitation training," said HMC Reuben Felix, the senior corpsman on *Marvin Shields*.

"CPR is very important to a ship," Felix said. "Because there are only two corpsmen on board, we emphasize to the crew that they really do have to train in first aid and CPR, so if anything happens to the corpsmen, someone else can help take care of any emergency that might happen." Seventy *Marvin Shields* sailors earned CPR certification during the frigate's brief stay alongside the tender, taking advantage of a service the medical department only recently began to offer.

Acadia is also equipped with an extensive dental department. "We don't often see sailors from ships with dental officers on board, because if they do have them, they can pretty much take care of themselves," said CDR Thomas M. Hill, *Acadia*'s dental officer. "We see the smaller boys that run 200 to 400 crewmen.

"Many of them haven't had any dental treatment in four, five or six months. We're mandated in the Navy to see individual members once a year, so one of the things we do is exams. We see everybody on the ship that hasn't been seen within the last six months and update them to find out what they need. Last week, within an eight hour period, we saw 122 people from two ships, USS *Oldendorf* [DD 972] and USS *Curts* [FFG 38]."

The destroyer and the frigate tied up alongside, and

Above left: DT2 Leeann Stiebler prepares a cast in the periodontics section of *Acadia*'s dental department. Above: GMMSN Dave Stone and GMG3 Steven A. Bernal clean a .50-caliber machine gun.

crewmen overdue for dental exams were checked to determine their needs. Then the crewmen were scheduled for appointments over the next several days to take care of any problems.

Acadia's dental department is capable of providing a wide range of services including removal of wisdom teeth, fillings, periodontal treatments and partial denture construction. The staff is only limited by the time they can devote to a patient.

Since entering the Gulf, *Acadia*'s four dentists and eight dental technicians have provided treatment for more than 1,400 patients from 19 ships. And the ship's dental staff makes sure *Acadia* is always at least 96 percent dental-ready — less than 50 of the ship's 1,200 men and women need dental care at any one time.

"We also assist the commands with small dental facilities like USS *Blue Ridge* [LCC 19], USS *LaSalle* [AGF 3] or the Navy's Administrative Support Unit in Bahrain," said Chief Dental Technician (SW) Ramy Navarra, leading chief petty officer of *Acadia*'s dental department. "If they have something they can't handle, they can turn it over to us."

"Because some commands have one dentist, he can easily become overloaded, or he can have a case in an area that he doesn't feel comfortable working. We have four dentists here and some pretty experienced folks," said Hill. "So if they feel like they can't handle the case they can send it to us, and we're happy to do it for them."

Operations Specialist 1st Class Edward Waahila Jr. of *Marvin Shields* is a typical *Acadia* patient.

"To be honest, it's been the best dental job I've had done in a long time. I'm not real fond of dentists to begin with; I've had some really bad experiences with some," he said, after an intensive cleaning of his teeth. "Of course, every time we come here for anything, they're really good about making sure that we get what we've got to have done.

"I'm not used to being around dentists who make you laugh," Waahila said. "I'm used to the ones that tell you, 'You've got to do this' and, 'You've got to do that.' They're never really cheerful. The dentist here kept me laughing most of the time. You can't beat them for chairside manner."

"It's really a morale booster to come over here," said Corbett. "We have great morale on this ship — a really great atmosphere — and what we offer does a lot for those ships."

It's an atmosphere a visitor can't help but notice. *Acadia*'s crew keeps their ship spotless. Every department offers 'service with a smile' to crewmen and strangers, and you're hard pressed to find a frowning face in the passageway.

"I think the mixed crew has a lot to do with it," Corbett continued. "This ship is a good promoter for women in the Navy. Just being able to sit down with some of our people and talk to a fresh face is great for visitors. I really believe ships leave a little bit happier." □

Gawlowicz is assigned to the Navy Public Affairs Center in San Diego and is currently on special assignment to the Persian Gulf. Allen is assigned to USS Acadia *(AD 42) public affairs office.*

Mail crunch in Subic Bay

Story and photos by PHC Chet King

When U.S. military personnel are stationed far from family and friends, "Mail Call" is a very big morale booster.

The Fleet Mail Center at the U.S. Naval Facility Subic Bay, Republic of the Philippines is now working around-the-clock, seven days a week to ensure Navy and Marine Corps personnel serving in Operation *Desert Storm* are receiving their mail with as little delay as possible.

"Our volume of mail has increased from 40,000 pounds to more than 1 million pounds a month," said Postal Clerk 1st Class David Black, the Mail Center's day-shift supervisor. "In fact, we're handling 40,000 pounds of mail daily."

The Mail Center has added approximately 50 temporary personnel from other Subic Bay commands, including the Transient Personnel Unit, to assist the 37 permanently assigned postal clerks.

Because of this mail crunch, the U.S. Postal Service has asked people to send only first class mail to military personnel in the Gulf.

Black said the outbound mail to the United States and other countries is not being delayed at all. "All outgoing mail is being processed and sent to Manila the same day we receive it," he said.

To ensure smooth mail service, people are also reminded to use complete mailing and return addresses with correct zip codes. □

King is assigned to Fleet Imaging Command Pacific.

An average of 40,000 pounds of mail a day is processed at Subic, most of it being forwarded to Navy and Marine Corps units deployed to Operation *Desert Storm*.

Above: Mountains of mail pass through Subic's mail center around-the-clock, seven days a week. Left: Subic Bay has more than doubled the number of mail handlers to ensure the mail crunch does not hamper distribution of mail to *Desert Storm*'s area of operations.

Bearings

VA helps deliver letters to sailor 45 years after being sent

Two letters mailed to a Navy enlisted man during World War II were finally delivered by the U.S. Postal Service, with a little help from the Department of Veterans Affairs.

The mother of Delos W. Smith of Fennimore, Wis., sent the letters in February 1945 to her 23-year-old son who was stationed aboard the aircraft carrier USS *Nehenta Bay* (CVE 74) in the South Pacific. Although a wee bit late — 45 years — the postal service completed delivery of the letters thanks to the resourceful efforts of Don Thornton, who works at the VA Records Processing Center in St. Louis.

Postal officials sought VA assistance after finding four old letters during renovation of a former postal facility in New Hampshire. Two of the letters were addressed to Smith from a woman, later identified as his mother. The chief benefits director's

office was asked if there was any chance of finding a "Smith" among the millions of VA claims folders.

With a unique first name, the aircraft carrier assignment and the return address known, the search among thousands of Smiths in the VA computer was narrowed considerably. Those bits and pieces of information were then passed on to Thornton, who pulled several "Smith" folders. He found one with a hometown in Wisconsin and the mother's name matching the one found on the return address of the letters. With a call to directory assistance, a current phone number was obtained and Smith eagerly agreed to accept the letters from the postal service.

Smith's mother, 91, is currently living in a nursing home. Smith, 68, said he treasures the letters, even if they are 45 years late. "I knew VA did a lot of things for veterans," he said, "but I never knew that it included delivering mail." ■

—Story provided by the public affairs office, Department of Veterans Affairs. Artwork by Michael David Tuffli, Navy Internal Relations Activity, Alexandria, Va.

Kindergarten class remembers U.S. forces in Middle East by sending "Living Wall" to *Kennedy* crew member

Posters, letters and cards continue to flow to the Middle East in a show of gratitude for all armed service members serving in support of Operation *Desert Storm*. Aboard the aircraft carrier USS *John F. Kennedy* (CV 67) things are the same, except for the fact that a crew member received a scroll nearly 200 feet long from an Aiken, S.C., kindergarten class.

Chris Trezza's students at St. Mary Help of Christians School in Aiken sent the "living wall" first to LT Ron Bethman, a fellow South Carolina resident, whose nephew is in the class. The scroll includes hundreds of colorful hand prints from the children and teachers at St. Mary's. Bethman displayed the masterpiece on *Kennedy*'s Presidential Mess Decks for all the sailors and Marines aboard to see the youngsters' handiwork. The crew could add their names and hometowns to the massive poster with a special message back to them.

"This was all their own idea," Bethman admits, "I just happened to be the first person they sent it to. We're doing this to show we appreciate what they're doing for us back home."

Bethman sent the "living wall" inland to an Army unit in Saudi Arabia where soldiers personalized it and sent it on to another Aiken soldier in the desert before returning it to the children.

As the crisis in the Middle East continues (as of press time), gestures like the "living wall" from the people back home keep the troops directly involved in Operation *Desert Storm* motivated.

"It makes us feel good," Bethman explained, "and it makes us proud to be Americans." ■

—Story by JO2 Scott Morton assigned to the public affairs office, USS John F. Kennedy *(CV 67)*

Bearings

Reserve family makes history as mother, son go to sea

A new chapter in Navy history was written when what is believed to be the first mother and son team went to sea aboard the aircraft carrier USS *Nimitz* (CVN 68) last August.

Attack Squadron 304 Aviation Machinist's Mate 1st Class Donald Carpenter deployed aboard *Nimitz* for annual training as a member of the squadron's quality assurance team. While he worked on the flight deck, amid the smoke and sounds of carrier flight operations, his mother, Senior Chief Mess Management Specialist Mary M. Carpenter from Patrol Squadron 65 was one deck below supervising the forward, or "Dirty Shirt" officers' wardroom.

The Carpenter family has a long Navy tradition. James, the husband and father of the clan, is an "AD1," like his eldest son, and works alongside his spouse at VP 65 as educational services officer at Naval Air Station Point Mugu, Calif. Hospital Corpsman 2nd Class Robert Carpenter, the youngest son, is a drilling reservist at Naval Reserve Center El Paso, Texas.

The Carpenters met in the early 1950s in Jacksonville, Fla., while Mary was on active duty and James was a young Marine attending Aviation Storekeeper School. They both entered the Navy Reserve in the mid-1970s when Donald enlisted in the Navy and started serving on active duty on the West Coast.

MSCS Carpenter had looked forward to the opportunity to serve with her eldest son after she made an overseas deployment with her youngest son. ■

—Story by LCDR Scott A. Beaton, public affairs officer for Attack Squadron 304, homeported at Naval Air Station Alameda, Calif.

Dedication seems like *deja vu* for former NMCB 24 member

It was a bright, sunny afternoon when Reserve Naval Mobile Construction Battalion 24 was dedicated as an active-duty battalion, but for at least one member of the audience, it could have been 1942 instead of 1990.

Frank Veasey, 69, a member of NMCB 24 in World War II and now a resident of Leeds, Ala., stood on a similar parade ground nearly 50 years ago, before his battalion departed for the South Pacific.

"There's been a lot of memories come back today," said Veasey with tears in his eyes. "My heart is quivering — I love these people."

As a storekeeper 2nd class, Veasey saw action with the Seabees at New Caledonia, Ille Nou, Guadalcanal, Rondovia and the Munda Islands. He remembers his feelings from the day his unit was commissioned, and says he understands exactly what NMCB 24 members are feeling today.

"We were a specialist group like these men are," he said. "We built roads, airfields, docks and gasoline storage tanks. If they'd have me now,

Frank Veasey

I'd go back in. Yes, I'd go with them."

Veasey still vividly remembers the camaraderie that existed in the outfit. "We were a close group and we really came to care for one another — it hurt when we lost a man," he said. "When some of our father and son teams got separated from each other, we all felt their anxiety."

The former fleet sailor, who says he's a Seabee at heart, left the military when NMCB 24 was decommissioned in 1945. He recalls incidents that he can laugh at now since the years have passed, but weren't very funny when they originally occurred.

"One time there was a loud noise near where we were bivouacked, and we could hear it moving steadily closer," he recalls. "We thought the Japanese were coming in on our camp, but it turned out to be a large group of land crabs crawling across the rocks."

Although Veasey's tour of duty with the Seabees of NMCB 24 had some rough spots, he says he wouldn't trade a single memory. "Old '24' was a very proud outfit. I was glad I served my country and I wouldn't take anything for the experience." ■

—Story by Michele L. York who is assigned to the public affairs office, Naval Construction Battalion Center Gulfport, Miss.

Bearings

Navy Supply Corps School drops anchor in Athens, Ga.

After 37 years of residency "the U.S. Navy has permanently dropped anchor in Athens," said CAPT Andy Waldron, commanding officer of the Navy Supply Corps School, when an anchor was unveiled in the median of the main street in downtown Athens, Ga., Dec. 18.

Waldron presented the 4,000-pound anchor to the community in recognition of the NSCS's presence in Athens since January 1954, as well as a symbol of respect. NSCS is the training command for basic qualifications of Navy Supply Corps officers and advanced training for Navy and Marine Corps logistics professionals.

The 2-ton, haze gray, destroyer-size anchor came from Navy disposal after it was determined unfit for normal use due to a bent shank.

U.S. Representative Doug Barnard (D-Ga.), the ceremony's keynote speaker, remarked that NSCS is a

U.S. Navy photo

valuable player in all aspects of Athens life, including extensive community involvement and economic impact. "Every ship in the Navy has at least one NSCS-trained officer aboard," said Barnard, "and all 4,300 active-duty Supply Corps officers can call Athens home."

Also speaking at the ceremony was Eugene Younts, a vice president of the University of Georgia in Athens, who said, "Placing the anchor in front of the university is a reminder of the relationship between these two educational institutions." The Navy originally purchased the grounds on which NSCS is situated in Athens from the University of Georgia.

Waldron summed up everyone's sentiments by stating the three things common to all Supply Corps officers: "First is their love for the city of Athens and the people of the town. Second are their fond memories of their time spent there and third is their desire to return." ■

—Story by LT Philip J. Candreva, public affairs officer at Naval Supply Corps School, Athens, Ga.

Sea Cadets receive active duty training with Bullfrogs

Young men and women from several states joined Helicopter Combat Support Squadron 16 "Bullfrogs" at Naval Air Station Pensacola, Fla., for three days of "active duty" training. The 12 youngsters were members of the Navy League's U.S. Naval Sea Cadet Corps and were on board to learn firsthand how the Navy operates.

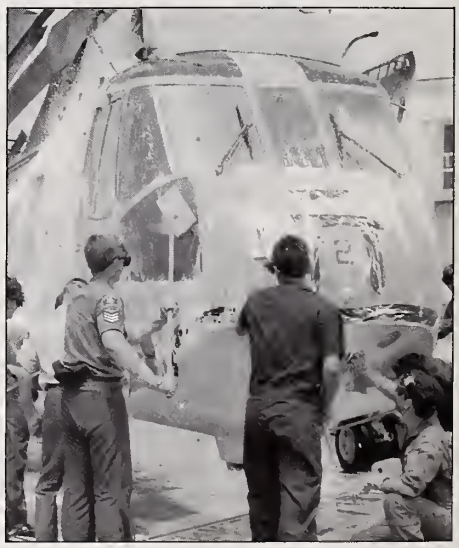
Sea Cadets can be found anywhere in the United States and abroad where there is an interest in the Navy. Several times a year, groups go to boot camp for two weeks of training, or work side-by-side some of the Navy's finest sailors aboard ships at sea, or in this instance, with a helicopter squadron.

Chief Aviation Structural Mechanic (Structures) Gerardo Galvez, HC-16's line chief, coordinated cadet assignments. "We rotated them through just about all the aviation jobs we have in the squadron," he said. "They worked right along with our guys and gals and did an outstanding job!"

The Sea Cadets went through safety briefs, performed maintenance exercises, became familiar with tools, went through flight checks and took part in an H-3 helo fresh water washdown.

Shortly before departure, all of the cadets got together for one last muster with HC 16 sailors and presented them with a poster of an H-1 helicopter signed by each cadet that said in big, bold letters, "Thanks a lot Bullfrogs!" ■

—Story and photo by JO2(AW) Dean Persons assigned to HC-16 public affairs office, Naval Air Station Pensacola, Fla.



Naval Sea Cadets get hands-on maintenance training during fresh water washdown of an H-3 helo.

Bearings

USS *Holland* lends helping hand to special children

Each has their own reason for being there. They all come from different backgrounds, lifestyles and families, but have one thing in common — they are residents of the Medical University of South Carolina's Youth Ward.

As each of these children fight for life, they are cared for and watched by a crew of dedicated nurses who help make their daily struggle for survival a little easier.

Other people in the Charleston, S.C., area also care for them and put forth their best efforts to bring a little happiness to the children. One of these helpful groups is the First Class Petty Officer's Association from the Charleston-based submarine tender USS *Holland* (AS 32).

Holland's First Class Association held out a helping hand during the holiday season by contributing two toy boxes full of stuffed animals and videocassette movies for the youth ward.

"We came up with the idea during an association meeting," said Navy Counselor 1st Class Victoria L. Anderson. "With the 'Toys for Tots' campaign going on, we decided to help a particular group of children. We decided on MUSC because that's where many ill children are sent. They also have no funding for 'extras' for the children — everything has to be donated.

"Something special happens to people when they get involved in projects that help others who are less fortunate," explained Anderson. "They join together to make things happen. That's what happened with us; even those who wouldn't like people to know they have a big heart, let it surface."

On the big day, four representatives from the First Class Association gathered to deliver their special gifts to the youth ward. Upon their arrival they were met by Laura Vincent, head nurse of the youth ward. She gave the group a brief history of the ward.

"We have a total of 44 beds, 22 on 7A and 22 on 7B," said Vincent. "The children on 7A usually suffer from burns, diseases or chronic illnesses. Unit 7B consists mostly of children with cancer or cardiological problems."

After presenting the toy boxes and meeting some of the children, the group was given a tour, led by Vincent, of the entire ward. She showed them the two units, introduced them to the nurses and took them to the children's special place — the atrium.

"The atrium is the children's favorite place," explained Vincent. "It's their 'safe place.' When they are in there, no doctors or nurses can treat them and no medication can be given to them. They are supervised, but it is *their* place."

The group returned to visit with the children and to wish them and their families "Happy Holidays."

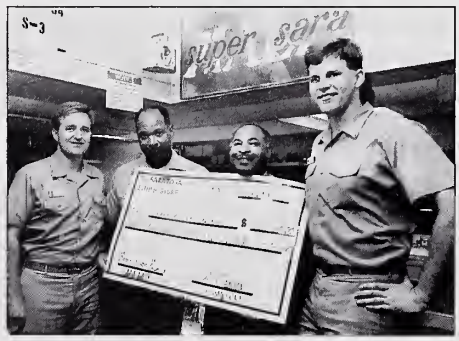
"I had a feeling of fulfillment by visiting the children on the ward," said Anderson. "Reflecting on some of my past, I am thankful for the nurses and doctors who take care of the children. From the moment I walked in there, I had an immediate feeling of warmth and enthusiasm from the nurses, a feeling that they were really proud of what they were doing. They give everything they can for the children."

Caring for the children extends beyond the nurses and the doctors that tend to the patients daily — like *Holland*'s First Class Association, that tries to make other people's holidays as happy as theirs. ■

—Story by JOSN Margaret A. Berry assigned to the public affairs office, USS Holland *(AS 32).*

Super Sara profits in the Persian Gulf to help MWR

All smiles — and there's a good reason why. (Left to right) USS *Saratoga* (CV 60) Ships' Sales Officer LTJG Glenn Mauney, Ship's Store Leading Petty Officer Ship's Serviceman 1st Class Conney Sailes, and Special Services LPO Intelligence Specialist 1st Class Elgin Foreman, present Welfare and Recreation Officer ENS Greg Scholer a check for $100,000, representing profits from the ship's store. The money will be used by MWR for Recreational Services and other crew facilities. "Super Sara" and her battle group deployed to the Persian Gulf as part of Operations *Desert Shield* and *Desert Storm*. ■



—Story and photo by PH2 Bruce Davis assigned to USS Saratoga *(CV 60).*

Desert Storm forces:
The true example of excellence.

Story by JO1 Lee Bosco

In this space *All Hands* magazine has regularly profiled some of the Navy's best and brightest members. In view of world events, this month, we will not cast our spotlight on an individual. Instead, we honor the performance of all Operation *Desert Storm* participants.

From the beginning of Operation *Desert Shield*, U.S. service men and women shown on television working and living in arduous conditions, on land and afloat, have been a source of pride for all Americans. From the "dog days" of August, through lonely holiday periods and into the uncertain new year, the images of their determined faces were delivered by newspapers and beamed onto television screens to the world's living rooms.

Every message those sailors, soldiers, Marines and airmen sent were filled with concern for the people back home. Confident faces who, while in harm's way themselves, wished loved ones and strangers a Merry Christmas and a safe New Year and spoke of their firm resolve to complete the mission at hand and come home.

Then, in mid-January, the world could wait no more and the storm began: Operation *Desert Storm* — a fury from which there could be no shelter for the armies of Saddam Hussein.

News reports chronicle the skill and bravery of the pilots and the pinpoint accuracy of their high-tech weaponry, while interviewing cheering air crewmen responsible for the maintainance and performance of state-of-the-art aircraft and weapons. Members of the armed forces have been rock-solid in their support of the war effort. They face the camera and tell the story far better than the network's correspondents — "We have a job to do, a job no one else can do . . . a job we *must* do.

The actions of a few sailors from the early days of the campaign are representative of the job that all uniformed personnel are doing in the Middle East.

Photo by TSGT Rose Reynolds

Sailors know they're not alone in Operation *Desert Storm*. Coast Guard and National Guard members have been called to the Middle East as well as Reserves from every service. For them, hard work and inner strength will get the job done and bring them home safely.

The story of LT Jay Lewis and Petty Officer 1st Class Paul Grassmeyer, who spent 12 hours in a small rubber boat towing a mine through the Persian Gulf to a beach, where they dismantled the mine and rendered it useless might be reported by the media in one short sentence: "The Navy found and destroyed a mine today." But each participant in *Desert Storm* witnesses courageous actions like Lewis' and Grassmeyer's on a daily basis.

Explosive Ordnance Disposal team members, LT Steve Wilson and Interior Communications Electrician 1st Class Bo Jones, deployed aboard USS *Missouri* (BB 63), destroyed five mines in the first week of action, prompting shipmates' to proclaim "Bo knows mine disposal."

Navy ships in and around the Gulf have played a major role in the air war with various aircraft and *Tomahawk* cruise missiles.

And, in one of the the first face-to-face confrontations of the war, the Navy captured 23 Iraqis from fortified observation posts on oil drilling platforms in the Gulf. USS *Nicholas* (FFG 47), commanded by CDR D.G. Moral, went into action against the platforms to neutralize the anti-aircraft threat the Iraqis posed and knocked out the possibility of further attacks on Navy ships from those positions. The engagement was short, and the enemy easily overcome.

These are just a few of the thousands of acts of bravery and sacrifice being made every minute of every day that the war goes on. Our shipmates' resolve is steadfast and will not waiver. They know this may be a case where we *fight him now or fight him later.*

The pride we take in these people comes from the knowledge that not one of them wants to be there. None of them wants war. But they know that war is upon them. For them there is no choice; they are protecting their mothers and fathers, wives and husbands, sons and daughters. Doing the courageous thing, fighting today — so those sons and daughters won't have to tomorrow. □

Bosco is a staff writer for All Hands.

New Bights

Most taxpayers have already found and filed their 1990 tax forms, but for Operation *Desert Storm* personnel there is some good news on the tax front.

Under presidential order, personnel in the Middle East are getting a break on their 1990 and 1991 federal income taxes. The executive order affects military personnel serving in the designated combat zone — Red Sea, Persian Gulf, Gulf of Oman, North Arabian Sea, Saudi Arabia, Bahrain, United Arab Emirates, Iraq and Kuwait. The airspace above those areas is also included.

The most significant news is that, effective Jan. 17, enlisted personnel serving in the combat zone will pay no federal taxes on any income. For commissioned officers, the first $500 earned each month is tax-free.

In addition, members of the armed forces in the combat zone will have 180 days after departing the Persian Gulf to file their income tax returns. The order will last until it is canceled by another presidential order.

* * *

DoD has begun a dramatic change in the way recruit applicants are tested, classified and trained by using computerized adaptive tests.

Since the inception of military testing for accession purposes, an attempt has been made to measure verbal, quantitative and technical abilities and speed.

The military's modern systems demand skills that can't be measured in the multiple-choice, paper-to-pencil tests that have been in use since 1917.

New high-tech jobs also require DoD to test mental agility, manual dexterity and stress tolerance, in addition to those elements already measured by school report cards and the armed services vocational aptitude battery. The new computer test battery reflects aptitude levels that written tests cannot reveal.

Testing began in January, and DoD will test nearly 8,000 people at military entrance processing stations in San Diego; Seattle; Boston; Omaha, Neb.; Jackson, Miss.; and Richmond, Va. Navy researchers hope to establish the test's reliability by April 1992.

The new test's main advantage is its adaptive nature that tailors the test for each person who takes it. Correct or incorrect answers determine the remaining level of difficulty.

No computer experience is needed for the new test, and cheating is virtually impossible. It provides recruiters with fast results so they can advise applicants of their job options immediately. Testing time is also cut from about 3.5 hours to 90 minutes.

More tests are being designed in an integrated program to raise efficiency of recruit testing and job screening. The enhanced programs will assess the abilities of applicants more fairly by measuring how rapidly people process, store and retrieve information rather than how much they already know.

* * *

Sea/shore rotation policy is changing for some members of the Training and Administration of Reserves community. According to Chief of Naval Personnel VADM Mike Boorda, the revisions will help the Navy meet changing personnel requirements in future years, including more assignments to Naval Reserve Force ships.

"The Navy will benefit by having an expanded pool of qualified sailors available to meet changing Naval Reserve Force manning needs," Boorda said. "At the same time, our TARs will benefit professionally from opportunities to gain more experience in a greater variety of billets, which will make them more competitive for promotion."

The revised plan generally standardizes TAR sea/shore rotation at 36 months ashore/36 months afloat. The change affects nearly 4,300 TARs serving on shore duty and applies to permanent change of station orders written after Feb. 1, 1991. New rotation dates will be determined based on current projected rotation dates and amount of tour length adjustment.

NavAdmin 005/91 contains details for TARs affected by the policy change and guidance for adjusting PRDs.

* * *

The United Services Organization announced recently that Ronald McDonald's Children's Charities has awarded a $100,000 emergency grant to assist the children of military families affected by Operation *Desert Storm*.

"The war has brought about tremendous upheaval of the family life of military personnel and reservists. This grant will ensure that a variety of USO services, both regular and emergency, are available to the children and spouses of these service men and women," said Chapman B. Cox, USO World President.

Funds received will be dedicated to USO operations in Germany and the United States, which are specifically allocated to support and assist the families of service members recently deployed to the Persian Gulf.

Ken Barun, vice-president and executive director of the charity explained: "The USO will give direct assistance to help make sure that families get necessary school, medical and food supplies, and that kids are able to keep up social activities. In short, we hope this grant will help children live as normal lives as possible during this critical time." □

Mail Buoy

Hugo oversight

I read with interest your January 1991 *All Hands* article entitled "Hugo Recovery." I call your attention to a serious omission. The principal factors in Naval Station Roosevelt Roads' recovery from Hugo were the professional competence and tireless efforts of Naval Mobile Construction Battalions 7 and 5. They worked day and night to clear debris, make emergency facility repairs, restore electrical, water and sewage services and provide the only communications link with the outside world via the Military Affiliate Radio System.

I hope that you print this letter so that the fine men of those two battalions can receive the credit they so well deserve.

—CAPT W.J. Anderson Jr.

• *We apologize for not mentioning the important work of the men and women of NMCB 5 and NMCB 7. Bravo Zulu to those stormin' Seabees. — ed.*

Desert Shield

In your November 1990 issue of *All Hands,* I noticed your *Desert Shield* Chronology stated on September 4 USS *Goldsborough* (DDG 20) intercepted and boarded an Iraqi tanker. It also credited this as being the first boarding of an Iraqi vessel. I can tell you that on Aug. 31, I stepped foot on an Iraqi vessel bound for the Jordanian port of Aqaba. This, I believe, was the first Iraqi vessel boarded during the gulf crisis.

—FC2(SW) Nelson A. Lopez
USS *Biddle* (CG 34)

• *All information in the chronology comes from Department of Defense press briefings. We always try to give proper credit where it is due. Keep up the hard work, and we hope you'll soon perform the final interception of Operation* Desert Storm. *— ed.*

Photo flap

Once again *All Hands* has scored with a marvelous photo montage from the Second Annual Photo Contest. These photographs graphically illustrate how many outstanding amateur photographers we have out there ready to chronicle our men and women at work.

However, Jeffery P. Erickson, NRD Chicago, merits an apology from your staff. His 3rd place amateur color photo on page 22 of the January 1991 issue of *All Hands* was printed with the negative reversed.

Despite this minor transgression, *All Hands* does a wonderful job of presenting happenings in the fleet. Keep up the good work!

—CDR Peter S. Blackwood
OIC, Fleet Aviation Specialized
Operational Training Group, Atlantic
Jacksonville, Fla.

• *This photo has shown us just how many eagle-eyed sailors we have in the fleet. We do apologize to Jeffery Erickson, the negative for his fine photo was flopped at the publishers. We hope that this error hasn't detracted from the enjoyment his shot has provided. — ed.*

Desert steamed

I have just received your November 1990 issue which covers Operation *Desert Shield.* I was shocked to see that not one word was said about USS *Midway* (CV 41) and her battle group. We have been on station since we relieved USS *Independence* (CV 62) from her duties. Since then, we have transitted the Straits of Hormuz, and operated inside the Persian Gulf longer than any other carrier in the fleet.

Now that Operation *Desert Shield* has turned into *Desert Storm,* we are still one of the primary platforms from which strikes are being launched. We have been on station now for 81 days with only a five day inport in Abu Dhabi, United Arab Emirates.

I would like to know why you have failed to mention us in your article, when *Midway* and her battle group were a major part of Operation *Desert Shield* and are now a major part of Operation *Desert Storm*?

—QM2 K.R. Page
USS *Midway* (CV 41)

• *Due to late breaking events in the area and the fact that each issue of* All Hands *is put together a minimum of six weeks before its published, we neglected to mention your ship and her battle group. Keep watching these pages and we will try to report on the efforts of all of the* Desert Storm *warriors. — ed.*

Reunions

• **USS Rockbridge (APA 228)** — Reunion May 2-5, Norfolk. Contact Ray Dillon, Route 10, Box 80, Salisbury, Md. 21801.

• **VP 65** — Reunion May 3-5, Naval Air Station Point Mugu, Calif. Contact LCDR Chuck Altobelli at (805) 989-8451.

• **USS Haven (AH 12)** — Reunion May 5-8, Reno, Nev. Contact Joe Messina, 1680 Oak Vista Ave., Chico, Calif. 95926; telephone (916) 343-6105.

• **USS Dogfish (SS 350)** — Reunion May 9-11. Contact Jerry Becker, 1609 12th St., Anacortes, Wash. 98221.

• **USS Fulton (AS 11)** — 50th Anniversary May 15-18, New London, Conn. Contact George Hager, 4599 N.E. 81st Ave., Portland, Ore. 97218; telephone (503) 256-4373.

• **USS Gearing (DD 710)** — Reunion May 16-19, Charleston, S.C. Contact Robert J. Witkowski, 2812 Barkley Ave., Bronx, N.Y. 10465; telephone (212) 824-3733.

• **South China Patrol Asiatic Fleet** — Reunion May 16-18, Washington, D.C. Contact Denver Keplinger, Box 2327, Gulf Shores, Ala. 36542; telephone (205) 948-6235.

• **USS Barnett (APA 5)** — Reunion June 5-9, Burlingame, Calif. Contact John E. Kolstad, 2213 Ming Ave., Bakersfield, Calif. 93304; telephone (805) 831-6038.

• **USS William D. Porter (DD 579)** — Reunion June 5-9, Peabody, Mass. Contact Bill Glover, 6710 Merleing Loop, Floral City, Fla. 32636; telephone (904) 344-8792.

• **LST 285 and LST 75** — Reunion June 6-8, Cleveland. Contact L.H. Roush, 9501 Enderby Drive, Parma, Ohio 44130; telephone (216) 888-4021.

• **Base Hospital 15, Navy 3205** — Reunion June 6-9, Milwaukee. Contact Marion R. Cook, Box 853, Laurens, S.C. 29360; telephone (803) 984-4466.

• **USS McCook (DD 496/DMS 36)** — Reunion June 6-9, Omaha, Neb. Contact Dan O'Connell, 451 E. Carroll Ave., Glendora, Calif. 91740; telephone (818) 963-1020.

An F-14A *Tomcat* from the "Jolly Rogers" of Fighter Squadron 84 is readied for launch on Cat. 1 by USS *Abraham Lincoln*'s (CVN 72) flight deck crew. Photo by PH3 Gary Ward.

Eisenhower steams toward home

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An SH-3H *Sea King* loaded with mail lands aboard USS *Saratoga* (CV 60). Photo by Tech. Sgt. Rose S. Reynolds.

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ALL HANDS

MAGAZINE OF THE U.S. NAVY
MAY 1991 — NUMBER 890
68th YEAR OF PUBLICATION

Photo by Master Sgt. Bill Thompson USAF

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Front Cover: A Coast Guard patrol boat passes as USS *Iwo Jima* (LPH 2) moors in Bahrain. Coast Guardsmen provide security in the ports used by many Navy ships. See story, Page 24. Photo by PA1 Chuck Kalnbach.

Back Cover: A plane captain aboard USS *Independence* (CV 62) shows his true grit during flight operations in support of Operation *Desert Storm*. Photo by PH1(AC) Scott M. Allen.

News You Can Use

Personnel issues

VHA, leave "cash-in" authorized for recalled reservists

The National Defense Authorization Act for FY91 has authorized payment of Variable Housing Allowance and a special leave "cash-in" policy to reservists recalled for more than 140 days in response to the Middle East crisis.

VHA supplements Basic Allowance for Quarters, which is aimed at defraying living expenses in areas with high housing costs. VHA payment is effective with the first day of mobilization and retroactive for any portion of the preceding fiscal year. Reservists are considered permanently assigned to their monthly drill training station for VHA entitlement purposes and should receive payment based on that location.

Reservists without a monthly training site will be paid the VHA rate for the place from which they were called: their home of record. Service members must submit the appropriate VHA certificate and a copy of their lease or mortgage payment to their designated Navy finance and accounting office. Reservists called to active duty in response to the Middle East crisis may cash in earned, but unused, leave accrued as a result of the period of active duty. This also applies to reservists who have previously cashed in earned leave for prior active-duty recalls.

Payment will be made when the reservist completes the period of active duty. □

Special recognition

SecDef authorizes wear of National Defense Service Medal

Secretary of Defense Dick Cheney has authorized the award of the National Defense Service Medal to all members of the U.S. Armed Forces serving on active duty after Aug. 2, 1990.

The award is made in special recognition of "the outstanding performance of the armed forces during Operation *Desert Shield* and *Desert Storm*," said Secretary Cheney.

The medal denotes creditable participation in a particular campaign, war, national emergency or expedition.

It has been previously authorized for honorable active service for any period between June 27, 1950 to July 27, 1954; and between Jan. 1, 1961 to Aug. 14, 1974. □

Leader guide

The 1991 Navy Leader Planning Guide may be obtained by submitting form DD 1348 via your supply department (NSN 0500-LP-454-1800 and NavPers 15255R).

For automatic distribution, or to increase quantity, send a standard Navy letter with unit SNDL, quantity desired and point of contact to: Publication and Printing Office (N-012), Bureau of Naval Personnel, Washington, D.C. 20370; or call Autovon 224-1095. □

Coast Guard CPO Academy quotas for Navy members

The U.S. Coast Guard Chief Petty Officer Academy at Petaluma, Calif., has quotas available for active-duty Navy personnel in pay grades E-8 and E-9.

Curriculum is divided into four areas: technical, human, conceptual and personal development.

Prerequisites for admission include: no marks below 3.8 within preceding 36 months; no recorded non-judicial punishment, civil conviction or courts-martial within preceding 36 months; must meet body fat standards; be physically capable of participating in an exercise program; and be recommended by your commanding officer.

Deadline for the February 1992 class is Sept. 15, 1991. See NavAdmin 056/90 for more details. □

Military pay

Savings program for *Desert Storm* sailors

Sailors participating in Operation *Desert Storm* may deposit all or part of their monthly pay up to $10,000 in a service-unique trust fund and receive 10 percent interest. Amounts over $10,000 will earn no interest.

The program applies to sailors receiving combat or imminent danger pay. Interest is earned from the first day of the month in which the deposit is made. If funds are deposited after the 10th of any month, interest will start on the first day of the following month.

Interest will be compounded quarterly on deposits made by allotment, cash or check. For more details, contact the finance office maintaining your record. □

Financial

Save with bonds

The Payroll Savings Plan and U.S. Savings Bonds allow you to save for the future. A $50 bond purchased monthly for a one-year-old child will grow to $17,356.08 by the child's 18th birthday. Bonds are also a perfect way to save for your retirement.

See your disbursing officer for details on how to set money aside each payday. □

Allotments

Navy-Marine Corps Relief Society suspends loan repayments

The Navy-Marine Corps Relief Society has suspended repayment action on future loans made to families of sailors and Marines deployed in support of the Middle East crisis. Allotments already in effect before February 1991 are not affected by this change.

In making this policy change, the Society balanced the need for repayments against the fact that service members in the Persian Gulf were in a life-threatening situation.

With that in mind, the Society decided to suspend repayment on all future loans made on behalf of *Desert Storm* sailors and Marines until the operation ends or the service member returns from the region. □

Outlining the future

Leaders foresee a smaller, high-tech maritime force

Story by JO2(SW) Joe Bartlett

As sailors and Marines were fighting during Operation *Desert Storm*, Navy leaders met with members of the House Armed Services Committee in February to discuss the structure and mission of the smaller, high-tech Navy-Marine Corps team of the future.

Navy Secretary H. Lawrence Garrett III, Chief of Naval Operations ADM Frank B. Kelso II and Marine Corps Commandant Gen. Alfred M. Gray testified before the HASC about details in the proposed $91.6 billion FY92 Navy budget request submitted to Congress.

"In a world that is economically interdependent . . . we simply cannot afford to retreat into isolationism or to abandon our maritime superiority," said Garrett. "Our fundamental policy of maintaining forward-deployed, combat-ready naval forces allowed the United States to have the striking power of two carrier battle groups on scene within days of Saddam Hussein's invasion of Kuwait."

Garrett said the budget's priorities are people, training and readiness, balanced force structure, support infrastructure, a strong industrial base and keeping a technological edge.

The budget request reflects the Navy's commitment to its people by continuing key personnel and quality-of-life programs, proposing pay raises of 4.2 and 4.7 percent for 1992 and 1993, the construction of nearly 800 new family housing units and improvements in medical programs, CHAMPUS, child care and family support programs. Garrett said this focus on compensation and quality-of-life issues, coupled with a continued emphasis on training, will maintain the United States' ability to respond to rapidly developing crises with people who are practiced, professional and combat-ready.

"We must take care of these magnificent men and women . . ."

"Ships, airplanes and tanks are of little use without well-trained people to man them," Garrett said.

"We are on the road to a smaller Navy and a smaller Marine Corps," he added. "Our objective is to maintain an appropriate balance of warfighting capabilities while also balancing our force structure against our manpower needs. It makes no sense to keep our harbors filled with ships and our hangars with airplanes if that means sacrificing the training, readiness, quality and morale of the people required to make them work."

The Navy is slated to have 18,321 fewer people in 1992 and another 15,400 fewer in 1993, reducing the present 569,721 active-duty sailors to an end strength of 536,000 in FY93. They will man a fleet of about 465 ships — including 12 aircraft carriers following the retirement of USS *Midway* (CV 41) and USS *Ranger* (CV 61). The retirement of the remaining battleships, USS *Wisconsin* (BB 64) and USS *Missouri* (BB 63), was included in the request.

Forty-one new ships will join the fleet during the next two years, and construction will begin on 23 more during 1992 and 1993. These additions would offset the inactivation of 65 ships and the transfer of eight *Knox*-class frigates to non-deployable reserve status in FY92 and the transfer of one mine warfare ship to non-deployable reserve status in FY93.

"The budget before you represents a maritime force which is smaller than we've had before," Garrett continued, "but one which remains and

Photo courtesy of Bath Iron Works

The guided-missile cruiser *Shiloh* (CG 67) slides down the ways at its launch in Bath, Maine.

will remain combat-capable, cost-effective and tailored to the threats we are likely to face as the 20th century draws to a close."

Kelso and Gray joined Garrett to outline the Navy's changing emphasis from containment of the Soviet threat to continued focus on sea control, forward presence in peacetime and power projection to deal with regional contingencies.

"As *Desert Shield* and *Desert Storm* have shown, a thaw in the Cold War does not guarantee political or economic stability," Kelso said. "I believe that naval forces are likely to be needed to provide presence and a stabilizing influence and to surge to deter or participate in a crisis early."

Gray emphasized the contributions maritime forces have made during Operations *Desert Shield* and *Storm*, noting they were the first on scene following the Iraqi invasion of Kuwait. He echoed the Navy's commitment to people today and in the future.

"Whatever we do in the streamlining of our structure and in the application of declining resources, we must take care of these magnificent young men and women and their families who love them," Gray said.

As the three top Navy-Marine Corps leaders outlined the Navy's FY92/93 budget proposal, Congressman Ike Skelton (D-Mo.) voiced a concern shared by several other committee members — whether a smaller force would affect the Navy's ability to ensure national security.

"We don't know what the future holds, and as a result of that, we should do our best in the national security area to remain prepared," Skelton said. "I'm concerned that we may find ourselves undoing the national defense. Could we, with the force projected for 1995, do what we are doing today to adequately protect our national interests?"

Kelso noted that the smaller force of about 450 ships projected for 1995 would have difficulty meeting today's challenge in the Middle East as quickly as the present force has done.

"It would be very difficult for us to sustain a presence for a long period of time given the force structure projections for 1995," Garrett said. "Certainly, we would not have a surge capability, and if you added to that a conflict in some other part of the world, then it obviously becomes even more difficult, if not impossible."

"We will have to keep our eye on the ball if you will, as these dynamic changes go on throughout the world and see what happens," Garrett said. "We may have to come back and adjust the budget . . . but, given the way we see the world going today, we will be able to maintain maritime superiority with the reduced forces."

Kelso echoed Garrett's assessment and said that while it is hard to see clearly where the future leads, he and other Navy leaders will monitor the Navy's ability to respond to world changes.

"We will have to be careful as we go forward and make sure we are on the right path," Kelso said. □

Bartlett is editor of Navy News Service, *Navy Internal Relations Activity, Washington, D.C.*

DESERT STORM

Waiting for the storm

Comfort's *crew braced for the worst*

Story by JO1(SW) Joe Gawlowicz and JO3 Marke Spahr

Aboard the hospital ship USNS *Comfort* (T-AH 20) in the Persian Gulf, crew members drilled intensely for six months preparing to receive the battlefield casualties from Operation *Desert Storm*.

Even though most of the medical staff felt they were physically and materially prepared, few knew for sure how they would feel when they started to treat the first casualties of war. The ship's staff of 1,200 was prepared to receive up to 300 casualties in the first 24 hours of a ground war, and anxiety was high.

"Sea duty is stressful by itself. Add to it abrupt orders to strange places and new jobs, worries over family separation and the threat of war," said LCDR James H. Kleiger, staff psychologist aboard *Comfort*, "and anxiety can build to critical levels.

"However, anxiety is a normal emotion people experience when they are expecting something negative to happen," said Kleiger, "and it can be controlled."

Kleiger's favorite way to ease his stress on board was to play with his hand-held, pocket-sized video game. But, he says, there are many other ways to deal with stress.

"I emphasize three major things," said Kleiger. "One: Work on forming good relationships on board. Solid personal ties act as a buffer to stress. People should have another person on the ship they can open up to.

"Two: Take care of yourself physically — exercise and eat right. This has both mental and physical benefits.

"Three: Get interested in something. A key to survival is to develop some special interest that absorbs your attention and acts as a distraction from the worries of the day."

Here are the thoughts and feelings of some others on board *Comfort* as they anxiously faced *Desert Storm*.

* * *

"My family has taken this pretty well. They know that I'm safe; *Comfort*'s one of the safest ships out here," said Hospital Corpsman 3rd Class Gustav Viale, a technician in one of *Comfort*'s four intensive care units.

"The only thing I'm scared about is knowing that Saddam has chemical weapons he can fire at any time. And we wouldn't even know they're coming, until they hit us."

* * *

"No longer do I wake up counting the days until I can go home," said LTJG Sarah Alexander, a nurse on one of *Comfort*'s patient recovery wards. "Instead, I wake up aware of what has to be accomplished out here. We're caring for all the military branches serving here.

"At this point it's scary. I don't want to see any guys my own age coming across our tables. I don't know what I can begin to expect to see. I don't want to see people dying."

* * *

"When I first arrived here I really didn't know why we were here, I didn't understand the political aspects," said LCDR Julie Woodruff, a trauma nurse in *Comfort*'s casualty receiving bay. "I now feel like I have a purpose being here. I understand more of what Saddam Hussein has been doing all these years and

Photo by JO1(SW) Joe Gawlowicz

Comfort **crew members run the hospital ship's deck for physical and mental health.**

Photo by JO1(SW) Joe Gawlowicz

Left: Navy nurse LTJG Sarah Alexander writes up a medical report on a patient's recovery progress. Below: HM3 Thompson checks test tubes for results.

Photo by JO1(SW) Joe Gawlowicz

what he's done to Kuwait.

"It's hard waiting. But when the time comes, I think we'll be ready to treat the casualties. I'm scared about what I'm going to see. I saw a lot of films about what happened in Vietnam and the types of injuries we're going to see. I work in casualty receiving, so I know I'll be one of the first people to see them get off the elevators.

"I'm telling myself it's going to be OK, if I keep in mind that I'm here to support the troops, and keep calm and patient and do the best I can."

* * *

"I've been in the reserves for more than seven years," said HM2 Gene Santilli, recently recalled to active duty from his home and job in Chicago. "When I found out I was going to be activated and sent to the Gulf I was apprehensive — scared. I didn't want to leave my family.

"Now that I'm here, I'm still scared because I don't know what will happen," Santilli said. "I'm back in the Navy — big time."

While his greatest fears in the Gulf stem from the possible use of a chemical attack by Iraq, Santilli's job on board is the decontamination of men and women subjected to just such an attack. "I have a very healthy respect for all the agents. But, my initial fears have gone down some because of the training we've gone through. Now I'm worried because we have to get the casualties moving; some may have to be decontaminated before any other treatment can be performed."

* * *

"I'm anxious about when we'll get started," said Hospitalman Apprentice Andrea Bundren, who works in *Comfort*'s post-anesthesia care unit helping patients recover after surgery. "When the first patient rolls in there's definitely going to be some anxiety. Once we get used to the work, we'll do what has to be done.

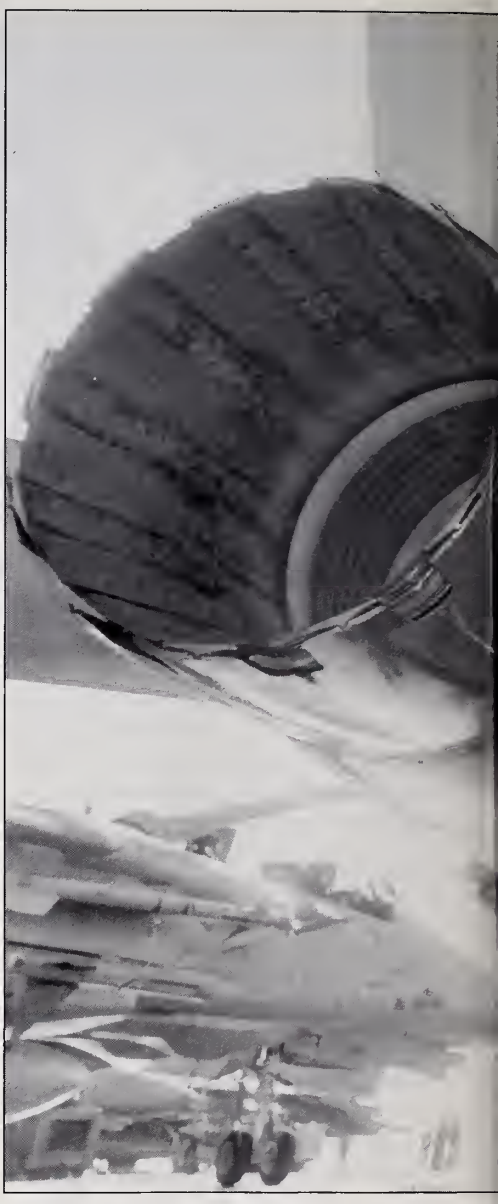
"When I augment the teams in casualty receiving, that's probably when I'll feel the most anxiety. We really don't know what we'll see."

During mass casualty situations, corpsmen from various parts of the ship report to casualty receiving to help with the first steps of trauma care when casualties arrive on board. That's where *Comfort*'s "storm" begins. □

Gawlowicz is on special assignment to the Persian Gulf. Spahr was temporarily deployed to the public affairs office, USNS Comfort (T-AH 20).

DESERT STORM

Photo by Sgt. Ernie Grafton USMC



Near right: Two young Kuwaiti citizens celebrate their independence by waving flags and a photo of their Emir. Far right: The engines of an F-14A dwarf AA Donald Broadfoot (left) and AN Steven Nath performing a post-flight check aboard USS *Saratoga* (CV 60) operating in the Middle East. Below: An American and Kuwaiti soldier congratulate each other for expelling Saddam Hussein's forces from Kuwait.

Photo by Sgt. Ernie Grafton USMC

Cease-fire

Story by CDR Frank Evans

U.S. sailors serving aboard vessels taking part in Operation *Desert Storm* celebrated the cease-fire news with joy and excitement reminiscent of "end-of-war" broadcasts following World War II.

Sailors aboard USS *Paul F. Foster* (DD 964), USS *Richmond K. Turner* (CG 20) and USS *Acadia* (AD 42), in port for supplies, were gathered together in front of a newspaper truck buying the souvenir newspapers that read, "War Is Over."

All three ships had sailed deep in-

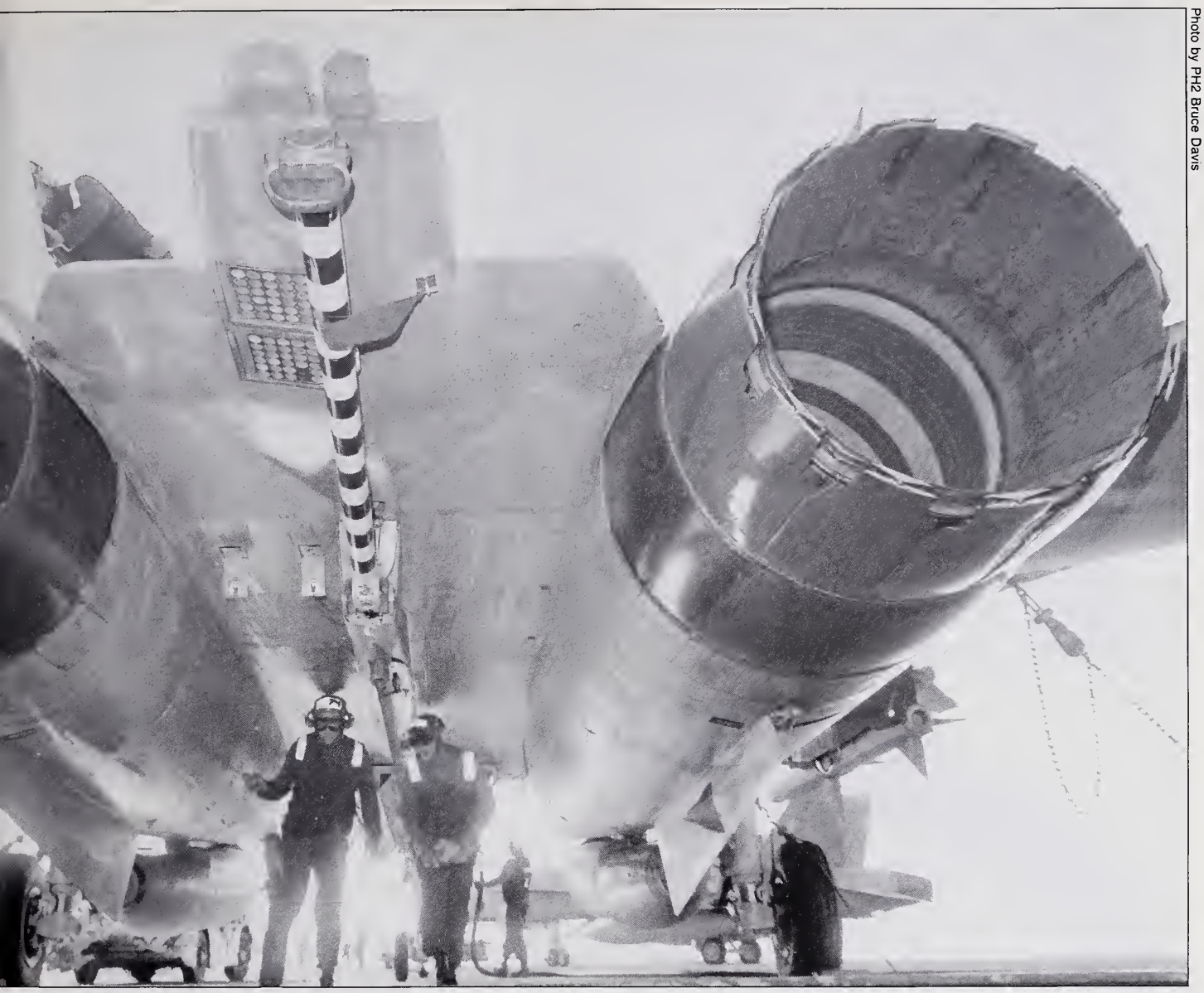


Photo by PH2 Bruce Davis

net with joy in Middle East

to the Gulf. *Foster* and *Turner* launched missile strikes into Iraq.

For many, their first question was, "When are we going home?" Others talked about their most memorable events of the war.

"I'll always remember being one of two women on USS *Iwo Jima* (LPH 2) for a month doing repairs," said Hull Maintenance Technician 2nd Class T.C. Bean, serving aboard *Acadia*. Bean, who is from Ogden, Utah, added, "They had 2,200 men on the ship. We repaired the main steam valve that ruptured and cost 10 American sailors their lives." Her plans when *Acadia* gets back to port are "to see my family and eat a 'Big Mac.'"

Seaman Randy Coleman, of McCloud, Okla., serving aboard *Turner* will remember the war this way, "When I read the newspaper and saw a picture of a Kuwaiti citizen kissing the American flag it made me feel good. The look on his face following freedom and knowing we were instrumental in freeing Kuwait made me very proud." His thoughts then turned to home. "When I get home I want to spend time with my family and kiss the ground of the United States of America."

A shipmate of Coleman's aboard *Turner*, Machinist's Mate 2nd Class Benjamin L. Sutton, will look back on the war in the Gulf this way; "We had a few close calls but whenever 'general quarters' was sounded it seemed that it always got me by surprise."

Sutton, of Danville, Calif., continued, "Once we came upon a small Iraqi boat on our starboard side. We thought he was laying mines. When we pulled up behind him, he saw this destroyer coming down on him and he sure looked scared. Many of us took out our cameras and started tak-

ing pictures. The commanding officer decided he wasn't a threat so we didn't sink him."

Aboard *Foster*, LTJG James White, of Jacksonville, Fla., said his most memorable moment was "the ship's first *Tomahawk* missile launch." The 25-year-old helicopter pilot of Helicopter Anti-submarine Squadron Light 45 Detachment 3, added, "I would also have to include as important the overwhelming support of family, friends and children's letters from half a world away. I wish I could take time to respond to all the cards and letters to 'any sailor' that we received while deployed to the Persian Gulf. I feel like I can say, on behalf of all the service men and women, 'Thank you, every American — man, woman and child — who took the time to show that they were concerned and that they cared.'"

LT Burt T. Palmer, officer-in-charge, HSL 45 Det. 3 said, "Looking back I would have to say that the battle of Bubiyan Bay on Jan. 29 and 30 will be my most memorable event of the war." The San Diego helicopter pilot added, "On those two nights, the superb, coordinated effort and teamwork between British *Lynx* helicopter pilots and our 'Lone Wolf 41' helped destroy a major portion of the Iraqi navy."

Now, *Foster* sets her "sea and anchor detail" at about 8 a.m. By 9 a.m. the ship and her crew sail north once again — into the Gulf. They have been on station since early December.

Later the headlines of "peace" are met with excitement for many of the officers and sailors serving aboard U.S. vessels in the Middle East.

In the future in this region of the world, military personnel will stand duty. Ships will go to sea and operational sailing orders will continue to be put in action. □

Evans is a reservist assigned to U.S. Central Command public affairs office.

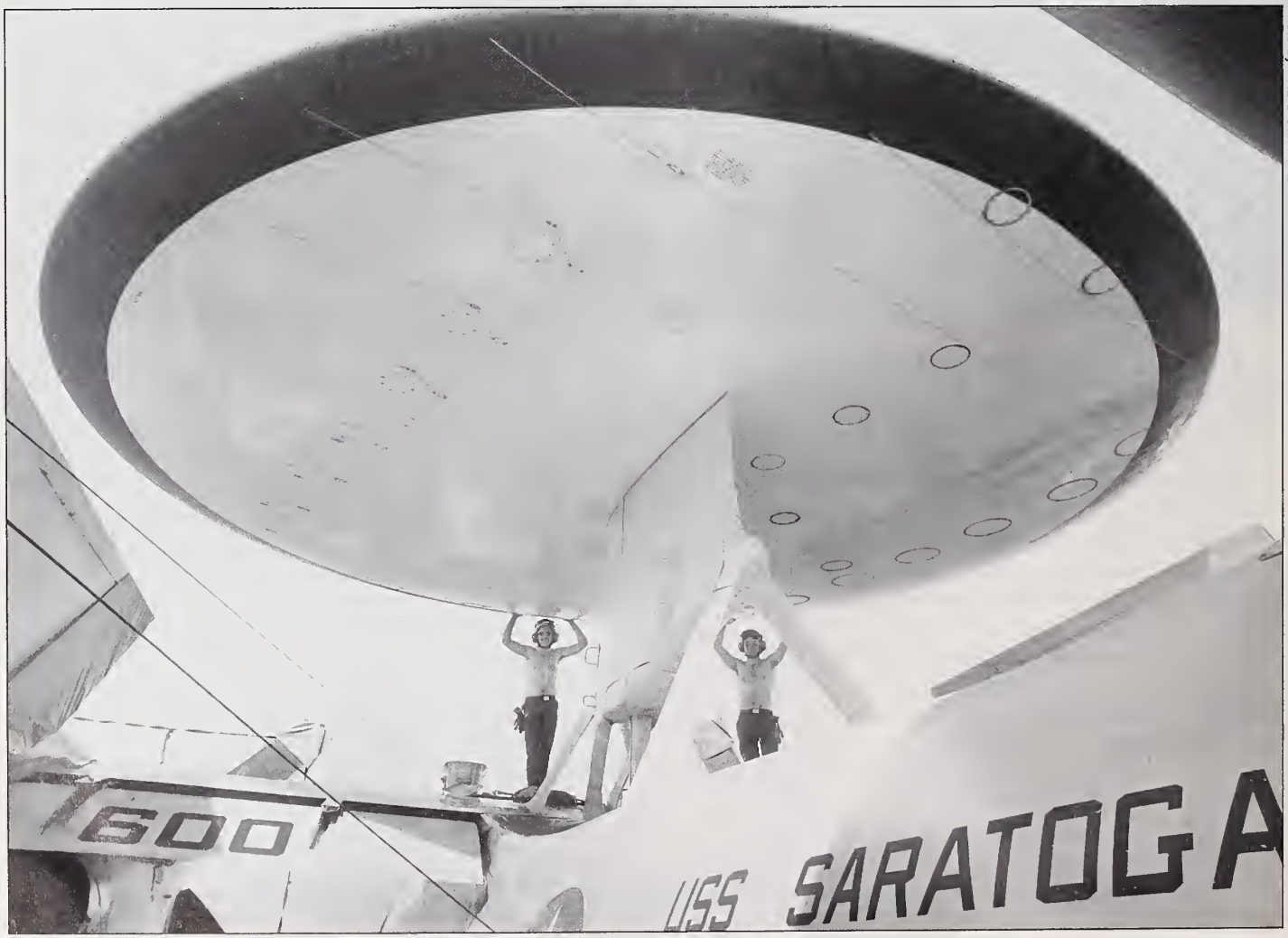


Photo by PH2 Bruce Davis

After weeks of intensive operations wash day arrived for VAW 125 squadron. AN Kevin Subbert and AN Matthew Morton scrub sand off the readily distinguished E-2C *Hawkeye*'s rotodome.

AOCS

Learning lessons for the air and for life

Story by LTJG John M. Wallach, photos by JO1 Lee Bosco

The day begins with a bone-shattering crash that cuts through the darkness. In each of the six identical spaces on the second deck of the regiment, four shadowy shapes sit straight up in their racks, wide-eyed and breathless. In the passageway outside, a camouflage-clad Marine Corps gunnery sergeant watches intently as a 35-gallon aluminum trash can bounces down the waxed deck, glancing off the bulkheads.

The shapes scurry from their spaces into the light, reeling from the gunny's booming voice, sliding and stumbling in a furious effort to line up at attention in pre-assigned order against the bulkhead that runs the length of the upper deck they now call home. With a steely stare from beneath his "Smokey Bear" hat, a symbol that unmistakably identifies him as a Marine Corps drill instructor, the gunnery sergeant escalates his deafening verbal assault of commands, warnings and selected expletives against his shell-shocked students.

The gunny's carefully-chosen words, occasionally caustic, are designed to etch certain underlying points into the minds of the 24 young men and women now prostrate on the deck, struggling to keep up with his furious push-up cadence. Speed, discipline, teamwork and attention to detail are the concepts of choice. The candidates are not yet aware, but they are learning the first of many lessons that may one day save their lives.

And so begins the first day of Aviation Officer Candidate School, a commissioning program for prospective naval aviation officers selected from the fleet and the civilian sector. During the 14-week course, at Naval Aviation Schools Command, Naval Air Station Pensacola, Fla., students undergo intense academic, physical and military instruction en route to a commission as a naval aviator, naval flight officer, aviation intelligence officer or aviation maintenance duty officer.

Above: An AOCS candidate learns the fine points of attention to detail from battalion OIC LT Hal Collins.

AOCS

Photo by ENS David P. Chiappetta

AOCS training is tough. It has to be. Every facet of the program has a direct application to life in the fleet. It might be memorizing long lists of obscure facts, running the obstacle course or preparing for one of the critical room, locker and personnel inspections. But ask any aviation officer in the fleet, and he or she will tell you that the training, intense as it may be, is commensurate with the responsibility of the job they hold.

"We apply extreme amounts of pressure over a short, 14-week period," explained LT Hal Collins, officer-in-charge of one of AOCS's two battalions. "This is one of the methods we use to see if officer candidates can deal with the psychological pressures of naval air. We are providing some of the finest training for future aviation officers to be found anywhere."

The first week sets the tone for the rest of the program. Candidates are subjected to rigorous physical and military training after a uniform issue strips them of their civilian clothing and a swarm of buzzing razors strip them of their hair (men only) — their identity and their individuality. It is during this week that the drill instructor begins his most important work, driving home the lessons that will govern the candidates' thought processes for the rest of their careers.

"My job is to instill discipline," said Staff Sgt. Clifton Ford, one of the Marine Corps drill instructors currently assigned to AOCS. "I sometimes think I'm trying to do in 14 weeks what some parents haven't been able to do in 25 years."

On the drill deck, another DI is hard at work doing just that. "There are no individuals on the deck of a carrier!" he screams at his charges as they grunt and sweat, straining to maintain their composure in the "up" position of one of many push-ups they will endure over the course of their 17-hour day. "If you ain't a team player, you're dead! I can't believe what I'm seein' here! You can't even do 10 push-ups together! How the hell do you think you're gonna get through this program? How the hell

Far left: Shortly after arriving at AOCS, Candidate Meredith Stanley stands at attention while Candidate-LCDR Raymond R. Buettner, in his last week of the program, checks her in. Near left: AOCS candidates emerge victorious from the spatial disorientation trainer, affectionately known as the "spin and puke," and gather to discuss the simulation. Below: Keeping one's head above water is the key to survival.

are you gonna survive in the fleet?"

"Teamwork, sir!" the group gasps in semi-unison as they labor through another repetition.

The grueling physical training continues through the first week with increasing intensity. The lessons keep coming. Candidates soon discover there is a procedure for everything, forcing them to relearn even the simplest of tasks — the Navy way. Shoes must be laced properly, outboard over inboard. Clothes hangers must be evenly spaced. The trash can in their spaces must always be empty. There is an extensive list of procedures that must be executed flawlessly before entering the chow hall. Now, every aspect of their lives

U.S. Navy Photo

Above: Candidate Gary Commock "sounds off" during an RLP inspection. Right: One pitfall of the obstacle course.

must be given the proper attention. Nothing can be taken for granted, and nothing can be overlooked.

"Reeeeal good! Real good attention to detail there, you!" the DI bellows sarcastically as he yanks one of the candidates out of a rifle drill. In his own way, which this time involves a lengthy session of jumping jacks using the rifle as a "dance partner," the gunny explains to the now sweat-soaked candidate that forgetting to button his port aft pocket is no different than forgetting to lower the landing gear on his F-14 later in his career.

Discipline, discipline, discipline — three words which make their true meaning known over the course of the three-and-a-half month program. On the drill deck, a candidate hesitates for a moment before executing the command, "right shoulder arms." A split second later he is "on his face" with the drill instructor hovering over him, roaring and demanding that he step up his push-up pace.

At the same time, the DI puts the mistake and its subsequent punishment in the proper perspective, using an example from the fleet to drive his point home, both to the candidate on the deck and to his classmates looking on. "When you're comin' in on final and the air boss tells you to eject, you eject!" he booms. "You understand me, son!? You don't have time to think about it! You don't need to ask yourself why — you just react! You just do it!"

Half a mile away, another class is having its final go at the obstacle course, a torturous 600-yard run through deep, soft sand and 14 obstacles. It is here that they learn to walk the fine line between competitiveness and team spirit.

Everything at AOCS is based on competition. Candidates compete academically, physically and militarily for class standing. A lack of competitiveness means complacency —

Teaching candidates to overcome barriers and work out problems is useful for survival in the fleet.

an intolerable quality for any aviation officer.

Two candidates pair up at the starting line; one is in danger of failing to complete the obstacle course in the required time — a failure that will force him out of his current class and into a holding company where he will have time to overcome his weakness. His running partner, rather than sprinting ahead, runs beside his classmate, shouting encouragement along with the rest of the class. Their cheers of support seem to push their classmate through the sand, pull him over the 8-foot wall and carry him through the rest of the course. He completes it with 10 seconds to spare, and he and his classmates learn yet another valuable lesson — that a team victory can be just as sweet as an individual one.

Attention to detail, speed, discipline and teamwork are all qualities held sacred at AOCS, but only because they are even more crucial in the fleet — when lives are at stake. Nowhere are these "commandments" emphasized more than in the room, locker and personnel inspections.

The four candidates rigidly stand at attention, nervously awaiting the arrival of the four drill instructors and four class officers who will conduct the RLP inspection. Further down the passageway, review of another space is in progress. The candidates' strained voices are barely audible above the din of the DIs' booming commands and the clatter of rifle components, brass buckles and other personal gear being strewn about the room. The four waiting candidates stare anxiously ahead, not even daring to blink.

Without warning, the hatch flies open, slamming against the steel frame of the rack adjacent to the doorway. In an instant, one DI and one class officer converge on each of the candidates. In one ear, the lieutenant relentlessly demands a recital of the candidate's chain of command, the 11 general orders of a sentry and other assorted lists of "gouge." In the other, the drill instructor mercilessly berates the candidate for dirt on a rifle, unevenly-folded T-shirts and smudged brass. Occasionally he pauses to toss a buckle across the space or hang a pair of socks on the candidate's ears. When the inspection is done, the room is a disaster area — its occupants flushed and winded.

The lesson learned — grace under pressure. The candidates must be able to maintain a rational thought process and their professional composure when chaos is all around them, just as aviators must be able to flow quickly and calmly through their emergency procedures during an in-flight crisis. The candidate, like the aviator he or she hopes to become, has to filter through the distractions, prioritize the required actions, make split-second decisions — and make sure they are the right ones.

"RLPs show us how quickly a candidate can think under pressure," Collins explained. "While it's a simulation of operating an aircraft under emergency or battle conditions, it does show us if the candidate can remain calm under pressure and get the job done."

The lessons learned at AOCS don't come cheap. It takes complete concentration, dedication and steadfast determination to succeed in the program, just as it does in the fleet. But what the candidates come away with at the end of 14 weeks, other than a commission, is a fundamental set of values and principles that will guide them through their naval careers. These values and principles carry a high price tag, but so do the consequences if they are not followed. □

Wallach is director, print media division, Navy Internal Relations Activity, Washington, D.C., and is a 1988 graduate of AOCS.

Managing your money

Sailors are easy prey for unscrupulous merchants

Story by JO1 Melissa Wood Lefler

Down the street from his off-base apartment, a young sailor waited for a bus which would take him to work. As he shivered in the early morning rain, a salesman watched from a used car lot directly behind the bus stop. Then, the salesman walked over.

"Why wait for a bus when you can ride?" the salesman asked. "I can put you in a car this morning," he added.

Twenty minutes later, the deal had gone down. The young married sailor drove off the lot and headed for morning muster in his new used car.

Then came the catch.

"There was no way this sailor could afford the [car] payments and still pay his rent and buy food — that's the bottom line," said LT Joan Miller, chaplain aboard the Norfolk-based submarine tender USS *L.Y. Spear* (AS 36), the young man's ship.

"Recently," continued Miller, who serves as one of the ship's trained financial management specialists, "another really distraught young man came into my office. He signed a contract to purchase a car. He also made out an allotment to the car dealership for the payments. Later, he realized that the allotment was for more than his pay. He wanted to know if he could get out of the contract."

Although Miller referred the sailor to a Navy lawyer, who will go over the contract looking for loopholes, she knew that, in all probability, the contract is legal, binding and ironclad.

The long-term effects of that contract are also sobering. Miller's research revealed that the used car had been sold to the sailor for several thousand dollars more than its market value, a concept known as "overcapitalization" in the loan industry.

Furthermore, because the loan had a 30 percent interest rate, the car will ultimately cost almost twice its sale price — or almost three-times its cash value — by the time the seaman makes the final payment.

Throughout the Tidewater area, Navy financial advisers agree that high-interest loans on already over-priced used cars are possibly the number one uninformed purchase which starts sailors on the road to financial disaster.

"Used cars are creating terrible financial hardships for military members," said Barbara Kellar, a financial education officer at Navy Family Services Center Norfolk.

"I remember an E-2, [age] 18, with a wife, [age] 17, and a baby. He was sold a car he couldn't possibly afford. He was sold the car because he signed the contract. Then we're the ones left to try to negotiate the contract with the company — get them to trade it for a cheaper car — maybe," said Kellar.

Although trained to present a detached and professional demeanor, counselors often struggle with personal emo-

This flyer was pulled out of a military newspaper. When an *All Hands* staff member called the number listed on the advertisement she was informed "the number had been disconnected and no further information is available."

tional reactions they must hide from their clients.

"When a person comes in and says, 'I don't have any food for the baby,' my stomach starts to sink — I feel anguished," said Miller, adding that she's heard the statement more than once.

"You want to sit and cry with them when you hear about a hungry baby — but you can't do that," said Storekeeper 1st Class Trisha Hopper, supply department financial specialist for *Spear*. "You also want to reach into your own wallet and hand them $20 to go buy diapers and formula immediately — but you can't do that either," she added. Instead, Hopper refers people with no food to the Navy-Marine Corps Relief Society, an organization which maintains a food pantry for emergencies.

From command to command, the lists of common financial pitfalls are remarkably similar. Again and again, while working up monthly budgets for people who come for help, command financial specialists see problems stemming from the same sources: high car payments, over-priced furniture sold at inflated interest rates, photo clubs, the high-pressure sales of magazines and encyclopedias and overuse of high-interest credit cards.

Yet these purchases, and the budget nightmares which follow, are just the outward symbols of a much deeper and pervasive moral problem which plagues much of American society today, believes Chief Aviation Support Equipment Technician Calvin Jackson, a human resources management specialist and command financial counselor for Naval Air Station Norfolk.

"Most of the problems people have are that they let their wants replace their basic needs," said the chief, who has counseled more than 300 financially troubled sailors since he took the job a year ago. "And attitude is a big problem. I've been told [in counseling sessions] that they can't understand why the military is looking into their finances."

Jackson explained that the Navy is concerned about personal finances because the resulting stress can lead to performance and personal problems like marital discord, family violence and substance abuse. "When stress like this builds up, sailors cannot concentrate on safety or the work they have to do."

Jackson is discouraged and exasperated when people who come to his door with 29 and 30 percent interest rates on their car contracts are the same people he warned about such dealings during the command's indoctrination briefing.

His briefing covers topics like deceptive advertising, high interest rates and balloon payments. "Some people just have to learn the hard way," he said with resignation. "It seems people want things in a hurry; they have a need to impress."

Hopper unknowingly echoed Jackson's pet theme. "Young people say they want to be like their parents, to have the same comforts they have," she observed. "But they don't want to wait the 20 years their parents had to wait in order to be able to afford those comforts."

In an older version of a well-known childhood phrase, Hopper added, "They say, 'Everyone else has it' and so they have to have it too. Usually they have to have it on credit."

For a number of reasons, getting credit in a military town may be considerably easier than getting credit in their hometown.

In Hampton Roads, it's hard to drive anywhere or read anything without being bombarded with billboards, signs or newspaper advertisements which encourage, "We finance E-1 and up! No credit history? Past credit problems? No problem."

An E-1 may not make much, but in this area his steady paycheck makes him a better payment risk [for a merchant] than a [comparable] civilian who may be fired next week," said Steven Bannat of FSC Norfolk. And although credit unions will not finance loans which cause financial hardships, some businesses observe no such niceties.

In search of a vehicle, one petty officer third class recently counted 26 used car dealers along five miles of a major Norfolk thoroughfare. All with prominent displays, sometimes in neon lights: "We finance E-1 and up!"

"You can usually rest assured that when it says, 'We finance E-1 and up!' that means 29 to 31 percent interest," said LT Frederic Lasday, a lawyer who works in the legal assistance department at Navy Legal Services Office, Norfolk. "In the Navy, we call that loan sharking. I don't know what they call it.

"Many clients I see claim they thought they had to take the interest the car dealer offered on the contract as part of the deal," Lasday continued. "They didn't know they could, and should, shop around for lower interest rates."

Financial counselors often find people in financial trouble don't relate interest rates to reality anyway.

"I have counseled people who don't know what interest rate they are paying — and don't care," Jackson said. "I have to break down the interest in terms of real dollars. When I tell them that 49 percent interest means that only 51 cents of that dollar actually pays the account, you can actually see them beginning to understand what this does to their budget and to their disposable income."

There is no usury law, or legal ceiling on interest rates in effect in Virginia, and in some other states as well. Some states operate on laws that benefit the merchant far more than they do the consumers.

The umbrella of protection for consumers that was afforded by the federal usury law disappeared in 1983 as part of national deregulation legislation. And while Hampton Roads area FSC officials have seen one automobile contract with a 52 percent interest rate, they point out that the interest rate was not illegal. Such a contract is binding if all the provisions it contains are delivered.

Contrary to some young sailors' beliefs, cars cannot simply be returned if the cars or the payments are not to their liking.

"A car is not something you can take back, like clothes," said Jackson, reporting that he knows of cases where sailors have parked cars at the sales lot, thinking that this relieved them of their responsibility to pay.

The only thing that can really protect consumers is consumer education. While high interest devours big chunks of sailors' incomes, the most disheartening part of this equation is that the over-priced, often inferior merchandise marketed to them appeals most to those who already lack the discipline necessary to save for durable goods and are willing to pay, and pay dearly, for instant gratification.

Rent-to-own furniture and appliances are good examples of this type of spending. If a sailor stopped to think every time he put his posterior on a rented cushion, that he paid plenty for the privilege — he might think again.

"When you rent furniture from one of these outfits, you are signing a legal contract," said Kellar, "one which often has insecurity, as well as security clauses.

"An insecurity clause means that if you miss one payment, the company can, if they so choose, come get the furniture from your apartment, and you may still owe the balance of the amount agreed to." Possibly, in this scenario, your shipmate might rent the furniture that you are still paying on — and he might even invite you over to sit on it.

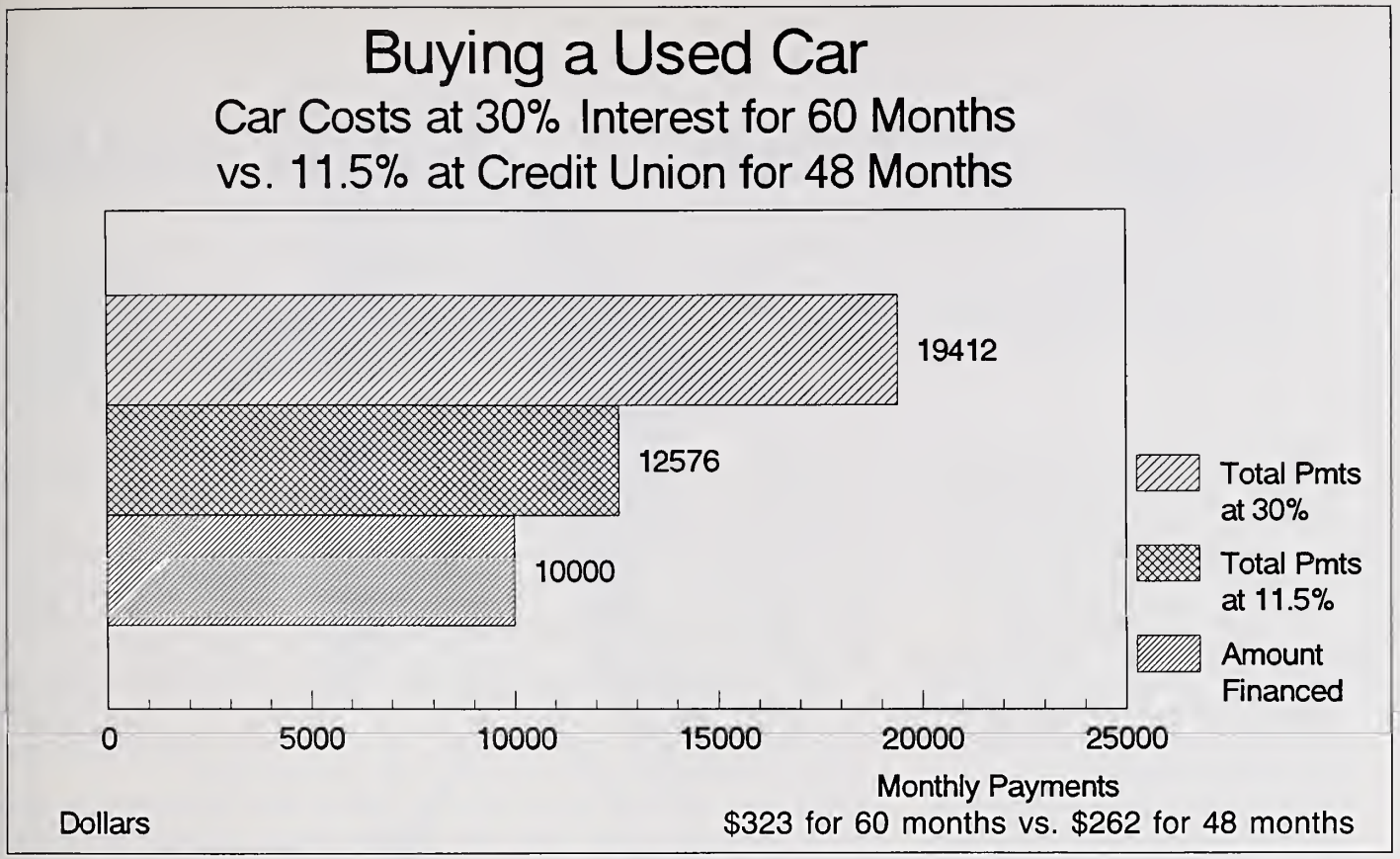
Alluring and "feel-good" purchases charged on credit cards can suck an unwary sailor under, just as quickly as the easy credit terms offered by some merchants.

"I remember a first class petty officer who came to see me only because he had to," said Hopper. "In order to request an early payment of the rest of his selective reenlistment bonus, he had to run his chit by me.

"When I looked at his monthly budget, I discovered he had 17 maxed-out credit cards. The one with the highest limit was $3,000. He wanted his bonus money to try to lower his monthly credit card payments. It turned out that carrying that amount of debt, paying the available lump sum would only have had a net effect of lowering his payment by $20 a month."

To borrowers faced with heavy debt, a consolidation loan seems to be an appealing option. In Hopper's experience, such loans have been difficult for the people she counsels to obtain.

An official with the loan department in a local bank is not sympathetic to the problems experienced by people who are overextended.



"A debt consolidation loan may seem to be the answer if you're ready to deal honestly with your financial problems. But what sometimes happens is the bank agrees to finance a consolidation loan, the people begin to get a little comfortable as they experience debt relief, and then say, 'Oh, we can afford to make another payment on something else now.'

"Pretty soon, they're in deeper than they were before. I feel this tendency to overextend is more than a re-education problem. It's a moral problem and a logic problem. When it comes time to pay the bills, ignorance of the law is no excuse; in fact, ignorance is no excuse."

It doesn't take a banker to recognize sound financial strategy. Jackson also believes his clients routinely misunderstand the purpose of debt consolidation.

"They see these loans as an easy way out of debt, but only about a quarter of people who borrow this money actually get out of debt. The rest get in deeper and then try to borrow themselves out again."

People need to look at their debt-to-income ratio and make sure it never goes over 20 percent, said Jackson, recalling a chief petty officer whose interest per month on credit cards came to $737. "His debt to credit ratio was 45 percent — you really feel the pinch when you get that high," said Jackson.

Even with aggressive credit counseling and intervention, it took two or three years of belt tightening for the chief to get back on an even keel, Jackson estimated. Always, even in worst-case scenarios, Jackson's counseling includes a small amount set aside for savings. "That way, when they dig out, they're better off than they were to begin with, they're not at ground zero.

"You need to think of your personal life as a business organization with three equally important parts," Jackson continued. "As in any business, a family needs an inventory of appreciating assets, such as a house; and a long-term savings plan for tomorrow. Most of the people I see have been most interested in acquiring their inventory."

Financial specialists agree that education is the long-term solution to prevent sailors from walking into the financial mine fields that await them as soon as they step past any major military installation's main gate.

"You can't physically prevent people from signing a contract," sighed Hopper. "Educate these people — that's all you can do. Things are getting better in my department. Two years ago, it seemed as if every non-rated seaman had to have a sports car, and every person who was transferring had to have the full three months advance pay."

Lasday summed up his philosophy. "As a lawyer, I think that a lot of the problems I see could be remedied through education, and I think that the command has a responsibility to provide that education.

"When it comes down to it, consumer education is all you really have to hang your hat on." □

Lefler is assigned to NIRA Det. 4, Norfolk. JO1 Steve Orr of NIRA Det. 4 contributed to this story.

High pressure, high cost

Solicitations can get you into deep trouble.

Story by JO1 Steve Orr

Service members may find their budgets in disarray because they've purchased cars, furniture and appliances at extremely high interest rates. However, these are items they have actively sought to buy.

Budgets can also fall victim to the high cost of products or services purchased through solicitation — solicitation by telephone, mail or door-to-door salesmen.

It's a fact that questionable methods are sometimes used to sell photo-processing services, encyclopedias and magazine subscriptions.

"There is one photo company whose representatives would literally cruise through town looking for military members," said LT Frederick Lasday, a legal assistance attorney with Norfolk Naval Base Legal Services Office. "They were usually scantily-clad ladies who would pull up next to a sailor walking down the street and ask the sailor if he wanted to participate in a contest or go to a party."

Instead, according to Lasday, the provocatively-dressed young woman would often take the unsuspecting seaman to an office, where he would receive a high-pressure pitch for a very expensive lifetime photo-processing service.

This isn't the only method this photo company has used to push its product. Many times, flyers that look like parcel delivery cards, announce — "You have already won a luxury car, VCR or other gift." These were left under car windshield wipers or stuck in doors and mailboxes.

On the card are boxes that must be scratched to reveal what prize has been won. However, the cards warn not to scratch until a representative is present to verify the prize. A phone number is given to set up an appointment.

"The representatives come to your house in teams of two," said Dean Brassington, a consumer advocate at Norfolk's Family Services Center, who called the phone number to investigate just how this photo company operated.

"They scratch the card. Somehow, it always turns out that what you've won is between $100 and $250 worth of film," Brassington said. "Part of the catch is that you have to use their service to develop it."

During Operation Desert Storm unscrupulous businesses capitalized on American patriotism to sell a variety of unneeded products and services.

The photo service claims to save thousands of dollars in film processing costs, while the company provides the customer with a constant supply of film, a camera and an imitation-leather monogrammed photo album — all for about $50 a month over a four-year period, using their payment plan.

"They claim that if you purchased the service on the open market, it would run you about $3,100," Brassington said. "But realistically, the service they say they provide costs less than $1,000, but will cost the customer more than $2,500 using the payment plan.

What these businesses are doing is not illegal, although the practices may be deceptive and unethical. One thing that is not deceptive, however, is the legal enforceability of the contracts they write.

"When these contracts were designed, they had already been crawled over by lawyers," said Brassington.

Lasday further explained that a contract is the primary instrument with which "to either defend yourself or to sink your boat."

"These businesses are pretty careful to stay just on the right side of the line," Lasday said. "The consumer has to go quite a distance to show actual fraud. Remember, these people want and need your business. The question should be, how desperate are you to give it to them."

Desperation and loneliness have played a part in turning Operation *Desert Storm* into "Operation *Desert Scam*." Unscrupulous businesses capitalized on American patriotism to sell a variety of unneeded products and services. And where better to find patriotic feelings than among the relatives of service people?

Trust me!

In one press release, the Virginia Beach Consumer Affairs Division named several "fraudulent and unscrupulous practices" — all related to *Desert Storm*.

One, operating as a registered charity organization, charged $15 for a snack pack to be sent to troops in the Gulf. The total value of the snacks was about $7.

Other solicitations involved memorabilia. One company offered dog tags to anyone who made a $10 donation to the United Service Organizations. However, the donation had to be made through this particular company. Later, the USO told investigators that they had nothing to do with the offer.

Another scam, operating out of Florida, offered stainless steel bracelets similar to those popular during the Vietnam War. The 1991 version sold for a minimum $20 donation. The money above the cost of the bracelets (worth about 60 cents each) was purported to go to a soldiers support group. But no bracelets were ever shipped to any donors, nor was the money ever donated. The head of the company, already wanted on drug violations, has been arrested and is awaiting trial.

Another operation solicited *Desert Storm* contributions by telephone. The company then would take credit card orders for commemorative stainless steel bracelets — also worth about 60 cents each. The surprise came when the donor discovered that a $100 hold had been placed against the credit card accounts for up to seven days.

It is ironic that many salesmen tout encyclopedias and magazine subscriptions as a way to increase education levels in families. Perhaps the best use for that "free" encyclopedia that came burdened with $1,500 worth of supplements, plus finance charges, will be for the sailor to look up the section on compound interest. He'll have plenty of time — he'll have five years before the books are paid for. □

Orr is assigned to NIRA Det. 4, Norfolk.

USS *Chosin*

Ship represents how peace comes through strength

Story by James W. McIngvale

"The *Aegis* cruiser *Chosin* represents validity of a proven principle: Peace comes through strength," said retired U.S. Marine Corps General Raymond G. Davis, former assistant commandant of the Marine Corps. The Korean War Medal of Honor recipient spoke during the commissioning of USS *Chosin* (CG 65) at Ingalls Shipbuilding division of Litton, in Pascagoula, Miss., Jan. 12 saying, "This commissioning is a tribute to all who served at Chosin and all who will sail in *Chosin*."

More than 2,300 guests were in attendance as Davis placed USS *Chosin*, the 17th of a planned 27 *Ticonderoga* (CG 47)-class *Aegis* cruiser built in commission. The ship and her crew now report to her homeport in Pearl Harbor, for duty with the U.S. Pacific Fleet.

"May all those who sail in *Chosin* remember those gallant warriors who earned this ship her name at the Battle of Chosin," Davis said. "*Chosin* is truly an incredible ship."

CG 65 is the first U.S. Navy warship named "Chosin" to commemorate the 1st Marine Division's historic fight to breakout, during the bitter-cold winter of 1950, from a Chinese Communist encirclement at the Chosin Reservoir during the Korean War. Historians term the Battle of the Chosin Reservoir as the most savage battle of modern warfare.

After Davis, acting on behalf of the Secretary of the Navy, placed the new ship in commission, CAPT Martin J. Mayer, assumed command of *Chosin*, calling her "the most powerful ship of its class in the world. *Chosin* is a splendid example of American technology, design and achievement."

Jerry St. Pe', senior vice president of Litton Industries and president of Ingalls Shipbuilding, welcomed commissioning guests to Ingalls, noting, "Yesterday, Jan. 11, was the 23rd anniversary of the ground-breaking of this shipyard — a shipyard which represents a near billion dollar investment in the industrial base of this nation," St. Pe' added. "And since it went into production, 54 new major naval warships have been delivered to the fleet. *Chosin* is fully ready to take up her mission in the Navy's fleet. She has been built by American shipbuilders and is manned by one of the best Navy crews."

> *"Chosin . . . is literally the most advanced and capable ship of her class and is manned by an exceptional, well-trained crew."*

Other participants in the commissioning ceremony included: VADM John W. Nyquist, former assistant chief of naval operations for Surface Warfare; VADM David M. Bennett, commander, Surface Forces, U.S. Pacific Fleet; RADM John T. Hood, *Aegis* shipbuilding program manager;

The *Aegis*-equipped cruiser USS *Chosin* gets under way.

RADM William Earner, commander, Naval Surface Group Middle Pacific; and CAPT R. Bruce Woodruff, supervisor of shipbuilding, conversion and repair, Pascagoula. Air Force Colonel Charles R. Frissell, chief of chaplains at Keesler Air Force Base, Biloxi, Miss., delivered the ceremony's invocation.

Nyquist noted that "*Aegis* cruisers are critical to our battle forces. They are the finest, most powerful and versatile surface combatants ever built. I want to recognize the employees of Ingalls Shipbuilding for their tremendous pride in building this great ship."

Bennett said, "The name '*Chosin*' pays lasting tribute to the highly-honored and decorated group of Americans who fought for this country, 'The Chosin Few.' A dedicated group of people from all walks of life have made *Chosin* what she is — a great Navy ship."

Hood said, "It is both fitting and refreshing to start the new year by commissioning this fine ship. Her name *Chosin* represents both a glorious episode in our military history, and the Navy's ability to meet today's challenges. The Navy expects great things from *Chosin*. She is well-built, is literally the most advanced and capable ship of her class, and is manned by an exceptional, well-trained crew."

The Navy's *Aegis* program is one of the most important shipbuilding programs in America today. Designed and built to counter all present and projected missile threats to the Navy's battle forces, *Aegis* ships provide primary protection for those forces well into the next century.

USS *Chosin* is 567 feet long, with a beam of 55 feet. Four gas-turbine jet engines power the 9,500-ton ship to speeds in excess of 30 knots.

Following CG 65, 10 other *Aegis* cruisers and 17 *Arleigh Burke* (DDG 51)-class *Aegis* destroyers are in various stages of production. □

Photo courtesy of Ingalls Shipbuilding

McIngvale is communications director for Ingalls Shipbuilding division, Pascagoula, Miss.

DESERT STORM

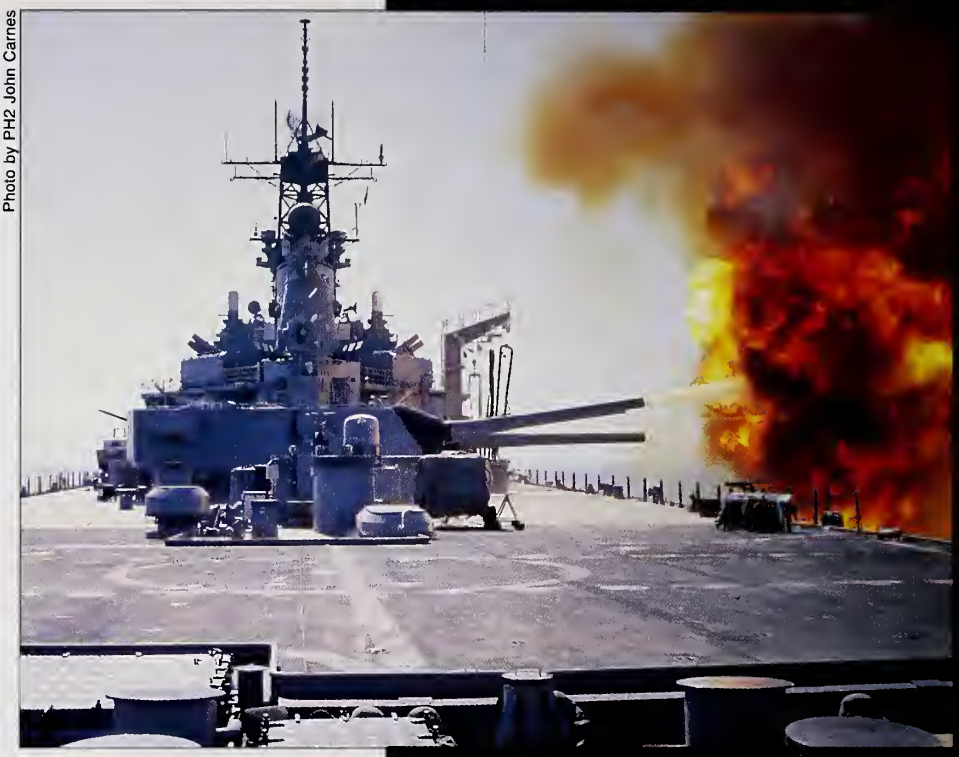


Photo by PH2 John Carnes

Guns a blazin'

Photo by John R. McCutchen, San Diego Union

Above: On Feb. 6 the battleship USS *Wisconsin* (BB 64) fired her renowned 16-inch guns for the first time in anger since the Korean War to silence an Iraqi artillery battery located in southern Kuwait. Right: Modern, technologically-superior arms, like this *Tomahawk* cruise missile fired toward Iraq at night in the Persian Gulf War, have made the dreadnought a very capable and potent weapon.

DESERT STORM

Putting the pieces together

Desert Shield/Storm's *complex puzzle*

Photo by PH2 Charles W. Moore

Story by LTJG John M. Wallach

On Aug. 2, 1990, thousands of battle-tested Iraqi troops stormed across the Kuwaiti border, taking their tiny neighbor by force. The brutal occupation that followed touched the world, prompting 29 nations to unite in a powerful coalition against Saddam Hussein and Iraq. The events that followed could best be described with a variation of an old adage: "He who lives by the storm, dies by the storm." For Saddam Hussein, it was a *Desert Storm*.

Less than seven months after the invasion, the Kuwaiti and U.S. flags once again flew side-by-side over the U.S. Embassy in Kuwait City, after U.S.-led coalition forces pounded Saddam Hussein's forces in the air, on land and at sea en route to the liberation of the tiny sheikdom.

Five and one-half-months of intensive planning, coordinating and organizing the vast array of U.S. and allied military components against Iraq manifested itself in a fiery shower of bombs and missiles over Baghdad in the early morning hours of Jan. 17. The relentless air war decimated Iraq's military infrastructure, severing communication and supply lines, smashing weapons arsenals and destroying troop morale. Coalition warplanes rendered Saddam Hussein's air force virtually useless, allowing the allies to gain air supremacy almost immediately.

Equally impressive was the ground offensive, an assault that saw allied forces sweep through beleaguered Iraqi forces in blitzkrieg fashion, leaving burning tanks, empty

Photo by PH1(AC) Scott M. Allen

Photo by Spec. Samuel D. Henry

Top: An F-14 *Tomcat* is readied for launch from USS *John F. Kennedy*'s (CV 67) flight deck. Left: Aviation ordnancemen aboard USS *Midway* (CV 41) rearm an aircraft for another sortie. Above: CH-46 *Sea Knight* helos take off on another mission.

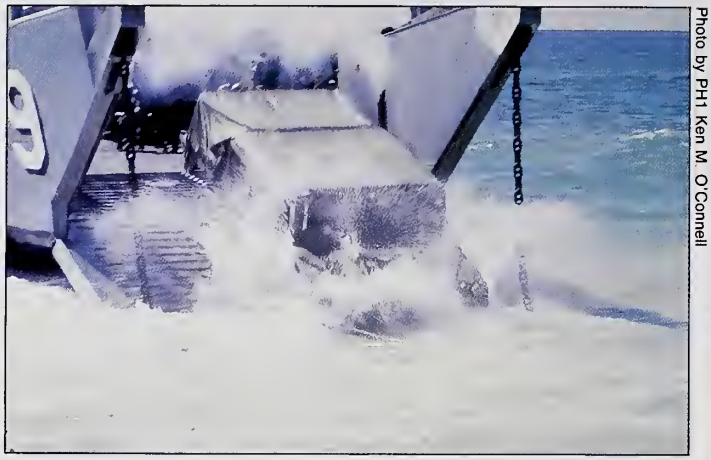


Photo by PH1 Ken M. O'Connell

Above left: Marines from Alpha Company hit the surf on their way to the beach "party." Above: Marines lay anti-personnel wire as a form of protection from an Iraqi sneak attack.

bunkers and U.S. flags in their wake. After a mere 100 hours of the ground war, the world's fourth largest army lay crushed and humiliated. Saddam Hussein's troops, tired, hungry and war-weary from more than a month of relentless allied bombing, surrendered by the thousands. Those who chose to maintain the fight did so with little intensity.

Few would argue that Operation *Desert Shield/Storm* was a textbook example of how to wage a war — a swift, massive buildup of forces, an unrelenting air assault to weaken the enemy and then a comprehensive ground attack. But such an accomplishment is only possible when all pieces of the military puzzle fall into the right places, and only when the right pieces are available in the first place.

The complexities and number of different components of the Operation *Desert Shield/Storm* puzzle made for a multiplicity of possible solutions. Countless options and strategies required a diverse panel of tactical and logistical experts to assemble the pieces.

But by the onset of hostilities, U.S. and allied military leaders had carefully arranged all of their different elements into a single military entity, providing the coalition with a versatile, formidable force.

And the finished product worked as advertised, much to the pride of the American people, the disappointment of defense critics and the dismay of Saddam Hussein. During *Desert Shield/Storm*, the United States and its allies showed Iraq and the world just what a well-organized team united against a common cause can do.

"There's a certain synergism, if you will, between being able to operate not only your air forces, but also your ground forces and your amphibious forces," Defense Secretary Dick Cheney said of the multi-faceted operation to oust Saddam from Kuwait. "We're not in the business of just running an air campaign, stopping the air campaign and then running a ground campaign. It's all one campaign."

One piece of the *Desert Shield/Storm* puzzle was already in place at the onset of the Persian Gulf crisis — the Navy-Marine Corps team. Six forward-deployed ships that make up the U.S. Middle East Force, a task force which has maintained a continuous presence in the Persian Gulf region for more than 40 years, were placed on alert by President Bush more than a week before the Iraqi invasion.

When Saddam Hussein's troops poured across the border into Kuwait, the forward-deployed USS *Independence* (CV 62) and USS *Dwight D. Eisenhower* (CVN 69) carrier battle groups took up positions in the Red Sea and Gulf of Oman. With no U.S. bases in the region, the two battle groups gave the budding coalition's military force sea-based staying power. They also paved the way for the introduction of U.S. air and ground forces and the eventual deployment of four additional U.S. carrier battle groups, two battleships, nearly 100 other warships, 75,000 sailors and 85,000 Marines, all of which were on station at the inception of *Desert Storm*.

If the *Desert Shield/Storm* puzzle had a heart, it would be strategic sealift. Working in harmony with the U.S. Military Airlift Command, which carried most of the

Photo by Staff Sgt. Jack Ruark USMC

Below: Alpha Company Marines storm the beach. Bottom: A lone service member works in his tent silhouetted by the setting sun in Saudi Arabia.

Photo by PH1 Ken M. O'Connell

Photo by Tech. Sgt. Perry Heimer

Photo by PH1(AC) Scott M. Allen

Above: Although camouflaged with desert netting, there's no mistaking the red, white and blue on this tent. Above right: AV-8B *Harrier* jump-jets come in for a landing.

troops to Saudi Arabia, ships of the Navy's Military Sealift Command pumped the lifeblood of U.S. forces — their equipment and supplies — through thousands of miles of sea lanes to the Middle East.

After President Bush's initial deployment order, MSC and its assets were called to action and delivered a logistical performance of historic proportion. In what some have called a "military miracle," U.S. strategic sealift forces transported, as planned, more than 95 percent of the equipment and supplies needed to support *Desert Shield/Storm* troops.

While airlift provided speed, sealift provided substance. According to one Marine Corps assistant maritime prepositioning ship officer, it would take more than 1,000 C-141 cargo flights to deliver the same amount of equipment as one MPS ship.

Sealift ships brought *Sidewinder* missiles for Air Force fighter planes, tires for Marine Corps heavy-duty utility motor vehicles, spare parts for Army M-1 tanks, weapons and ammunition for Coast Guard detachments and fuel for anything that moved, both man and machine.

"Both the government-owned and the commercial vessels in this operation have met the challenges of transporting military equipment to the contingency area in record time," said VADM Frank Donovan, commander, Military Sealift Command. "I am tremendously impressed with the total cooperation displayed by all hands in responding to the international emergency."

Drawing on the multi-billion dollar sealift investment

Photo by PH1(AC) Scott M. Allen

Photo by PH1(AC) Scott M. Allen

Photo by PH1(AC) Scott M. Allen

Above: A Marine carries an outboard engine ashore. Left: A plane captain walks the wing for a pre-flight check of an F/A-18 *Hornet*.

of the 1980s, a venture that appeared more prudent and insightful with each desert off-load, MSC activated its resources quickly. Two squadrons of MPS ships carried tanks, ammunition and other supplies for two Marine Expeditionary Brigades to the Middle East. The first MPS ship began off-loading in Saudi Arabia Aug. 15, less than two weeks after the Iraqi invasion, providing the Marines there with immediate sea-based staying power.

In addition, eight fast sealift ships, which are held to a 96-hour activation schedule, were loaded and sailing by Aug. 22. The first of these, USNS *Capella* (T-AKR 293), was underway with her 24,000 tons of equipment in just six days. MSC also chartered commercial ocean vessels, including the heavy lift ship *Super Servant III*, to transport Navy minesweepers to the Persian Gulf, and activated and deployed the Navy's two 1,000-bed hospital ships, USNS *Mercy* (T-AH 19) and USNS *Comfort* (T-AH 20).

For the first time since then-President Lyndon Johnson mobilized reservists during the Vietnam Tet Offensive in 1969, President Bush gave his military leaders yet another piece to work into the *Desert Shield/Storm* puzzle with an executive order signed just 20 days after the Iraqi invasion. The initial authorization to call up members of the Selected Reserve to active duty provided U.S. commanders in theater, as well as stateside, with ready, capable assets.

On the Navy side, reserve specialists in the areas of medicine, mine warfare, combat search and rescue, cargo

Photo by Tech Sgt. Rose Reynolds

A sailor relaxes for a moment after a hard day on deck by watching and admiring the setting sun.

handling, control of shipping, mobile inshore undersea warfare, construction, intelligence, public affairs and logistics were activated. Some were sent to work alongside their active-duty counterparts in the Persian Gulf, while others filled critical vacancies on the home front.

In both cases, the Naval Reserve proved once again that it could be called upon wherever and whenever needed, reaffirming the inherent value of the Navy's total force concept. "We're trained, we're ready, our morale is high and I think the [American] people are going to see they got their money's worth in the reserves," were the words Naval Reserve Director RADM James E. Taylor chose after the announcement of the initial call-up — words that have proven to be true throughout the entire operation.

If joint operations are algebra, combined operations are calculus, and the two together are quantum physics. Joint/combined operations are never easy. Different equipment, rules of engagement and operating procedures, to name a few, take some getting used to. Add to that different cultures, religions and languages and you have Operation *Desert Shield/Storm*, and yet another piece of the puzzle.

Despite the potential difficulties, the joint/combined operation element fit into the puzzle well. Operation *Desert Shield/Storm* saw all branches of the U.S. and allied armed forces work together, each one performing a specific set of missions toward a common goal.

An example came after U.S. intelligence discovered that Iraq was using 11 oil platforms in the Persian Gulf as anti-aircraft sites. The guided-missile frigate USS *Nicholas* (FFG 47) teamed up with Army helicopters and Kuwaiti patrol boats to take out the platforms and take 23 Iraqis prisoner.

Another example came as the ground war neared, when the battleships USS *Missouri* (BB 63) and USS *Wisconsin* (BB 64) turned their massive 16-inch guns toward the Kuwaiti coastline, destroying Iraqi defenses and providing gunfire support, 2,300 explosive pounds at a time, for advancing coalition ground forces.

Coordinating and supporting the swarm of warplanes from the United States and seven other allied nations in action in the skies over Iraq and Kuwait was a puzzle in its own. Cooperation among all members of the air alliance, a quality crucial to the success of the air war, dramatically displayed the ability of the 29-nation alliance to act as one fighting force, sending a clear message to Saddam Hussein that the world was truly united against him.

Examples are numerous. Navy F/A-18 *Hornets* flying strike raids into Kuwait received air traffic control support from Air Force E-3A AWACs. Navy EA-6B *Prowlers* jammed Iraqi radar for British and Italian *Tornados* on low-level missions against dug-in Iraqi armor positions. Saudi Arabian F-15 *Eagles* hooked up with U.S. Air Force KC-135 tankers for refueling.

Another piece U.S. leaders had to work into the *Desert Shield/Storm* puzzle was their arsenal of new-generation weapons systems, some of which had come under fire from defense critics and many of which had never been used in anger.

The Navy's sea-launched *Tomahawk* cruise missiles and standoff land-attack missiles both made impressive operational debuts.

Used in concert with Navy surface, sub-surface and air assets, the new missiles proved invaluable, destroying Iraqi military installations from a distance and giving commanders the option of using unmanned weapons systems against heavily-fortified targets.

Dramatic gun camera footage shown at military briefings, and subsequently on nationwide newscasts, showed the pinpoint accuracy of the coalition's laser-guided bombs. Americans watched in awe as "smart" weapons homed in on the doors, windows and ventilation ducts of Iraqi military facilities.

The remarkable success the coalition enjoyed during the Gulf war is a tribute to every piece of the Operation *Desert Shield/Storm* puzzle. Allied commanders in desert war rooms, aviation ordnancemen aboard U.S. aircraft carriers, civilian mariners sailing in Military Sealift Command ships, Seabees setting up mini-cities in the desert and all the other elements that came together to fight for the liberation of Kuwait can be justifiably proud of their contribution to Operation *Desert Shield/Storm*.

There truly were no unimportant pieces. □

Wallach is director, print media division, Navy Internal Relations Activity, Washington, D.C.

USS *San Jacinto*

High morale keeps Aegis *cruiser and crew going.*

Story by JO2 Dan Ruud

For more than 200 days, human endurance, basic seamanship and the desire to succeed have combined with more than $1 billion worth of state-of-the-art technology to meet and overcome the rigorous tests and uncertainties associated with combat.

This blend of technology and human drive is found within the 567-foot metallic confines of the *Aegis*-cruiser USS *San Jacinto* (CG 56). Since her rapid deployment from Norfolk Aug. 16, the three-year-old ship and her more than 350 crew members have spent 85 percent of their underway time in the Red Sea supporting Operation *Desert Shield/Storm*.

This support has come in many forms — from the first Red Sea firing of *Tomahawk* missiles at enemy targets and controlling tactical parameters for the Red Sea battle groups, to enforcing United Nations economic sanctions against Iraq through interdiction operations.

"This all comes from the concept of building a ship that can do everything," said LT Joe Valentine, *San Jacinto*'s public affairs officer. "This ship was built for multi-mission capabilities, therefore, we have top-of-the-line equipment everywhere. This fully-integrated combat system is the most advanced equipment of its type in the Navy and gives us a high degree of flexibility," he said.

"There isn't much we haven't done," added LCDR Richard J. Nolan, the ship's executive officer. "Our primary mission has been riding shotgun (air warfare coverage) for the Red Sea carriers, but we've done a lot of other things as well. The fact that we were able to employ the *Tomahawk* weapon system has contributed to the crew's high morale.

"This was the first war where cruisers had the chance to actually participate in strike operations against the enemy," continued Nolan. "And we were a significant part of the air campaign's success. Everybody here has been involved in their jobs. We've done a little of everything."

"It's been a pretty smooth deployment," said Quartermaster 1st Class Doug Powell, who added that the ship has covered nearly 40,000 miles since the deployment began somewhat unexpectedly last summer. "The best thing about it is that we've been doing the real thing for a good cause — and now all of our past training has been realized."

San Jacinto's nerve center is its combat information center — a large room where what little light there is radiates from a vast array of consoles, large screen displays and charts.

"The CIC is the center of all our combat and operational systems. It's where we keep track of the equipment status so that the ship can fight," said Chief Fire Control Technician (SW) Charles M. Gusha, combat systems coordinator. "I really love it here because of all the activity. When you're in here you're able to keep on top of everything that's going on," Gusha said.

Operations Specialist 1st Class (SW) Stephen Yingling, an air tactical actions control operator, has spent more than 500 hours during this deployment sitting in front of his display module, one of many in CIC. Despite being surrounded by sophisticated consoles, charts, buttons and ball tabs day after day, Yingling, like many others in CIC, still finds time to shift his thoughts to other things — most notably home.

"Naturally, you think about it," said Yingling, whose wife was expect-

Photo by PH3 Chester O. Falkenhainer

USS *Detroit* (AOE 4) conducts refueling and ordnance loading operations with *Kennedy* and *San Jacinto*. All three ships were assigned to the Red Sea in support of Operation *Desert Storm*.

ing a baby in April. "I look forward to going home, but at the same time, I've wanted to be here to see this war through to a satisfactory conclusion, and that's what we're doing."

In just three years *San Jacinto* has earned the reputation as one of the finest ships in the Navy.

"When people hear *Aegis*, the connotation is usually anti-air warfare, but our flexibility goes far beyond that," said Sonar Technician (Surface) 3rd Class (SW) Robert Vogel, sonar control operator.

"The thing that makes this ship go is the crew's high spirits that come from having all this top-of-the-line equipment," added Navy Counselor 1st Class (SW) Cleo Miles. "Even now, after being out here for seven months with the uncertainties that still exist, having these capabilities and being able to utilize them keeps the morale up. Because of the equipment on this ship, we have a lot of top performers who are well-trained and know they're on a mission."

Because of the many high-tech rates *San Jacinto* requires, Miles said there has been a flood of crew members eager to take advantage of the tax-free reenlistment bonuses they're eligible for.

"I don't know of another 'small boy' that's had more people reenlist in the last month than we have," Miles added. "The challenge for me has been getting the people under a set of orders within the SRB guidelines while the tax-free period is in effect."

"The XO and CO pride themselves on taking care of this crew," said Miles. "If they didn't, they wouldn't be flying me off to the beach to get these people what they want. That's taking care of your people."

Disbursing Clerk 2nd Class Todd Sullivan echoes those sentiments. "This is my third command and it just keeps getting better here. With my job being people-oriented, it's easy to see just how much this command supports the crew."

After putting in a full day at disbursing, Sullivan has been busy after hours as well — volunteering to publish the ship's newspaper, the *Gunslinger News*. Throughout the extended deployment, Sullivan has worked additional hours each night putting out the four- to six-page daily paper. He also takes his turn anchoring the ship's 30-minute newscast on Shipboard Information Training and Education television.

So far, *San Jacinto* has spent 15 of the past 20 months away from her home in Norfolk.

"I've only been on this ship two years and already I'm into the seventh month of my second deployment," said Vogel from his familiar surroundings in sonar control.

"I'd say roughly two-thirds of the crew fall into that category," said Master Chief Electrician's Mate Mark Groomes. "This crew has responded better to this situation than any crew I've been associated with. What's kept them going is dedication to duty. That may sound corny, but it's the truth. And a lot of that can be attributed to Hometown, USA. The support from home has been excellent," said Groomes. "Usually you expect support letters from somebody who is the president of the Jaycees or someone like that. But this time, support has come from all levels.

"We've had some hard, tough times out here in the Red Sea with the uncertainty," said Gunner's Mate (Missiles) Seaman Tim Von Der Heyde. "But we had a blast firing the *Tomahawk* missiles. After working on the launchers for so long and then being able to put them to use for this cause was very satisfying."

San Jacinto's air department has also played a vital role with its two SH-60B helicopters which belong to the proud warriors of Helicopter Antisubmarine Squadron Light 42, Det. 1, home-based at Naval Air Station Mayport, Fla. The detachment has six pilots, three air crewmen and 13 maintenance personnel. The versatile light airborne, multi-purpose system, or LAMPS MK III, helicopter is capable of performing a variety of missions.

"Our primary mission out here has been surface search and surveillance for the battle groups. We've also been airborne for all 14 maritime interdiction force boardings *San Jacinto* was involved in and we assisted many others," said LT Ken Childress, one of the air department's pilots. "Once Operation *Desert Storm* started, our primary mission shifted to providing search and rescue support for the strike missions."

The air department has also been busy transporting personnel, mail and cargo for *San Jacinto* and other ships in the Red Sea battlegroups.

"Operationally, this has been a very successful deployment for us," said *San Jacinto*'s Commanding Officer, CAPT Paul W. Ecker. "Everything has really come together and all our systems have come through for us. The *Tomahawk*'s success exceeded everybody's expectations and they performed just as advertised."

But Ecker's praise extends far beyond the systems themselves. "This is really the most challenging deployment I've been on in terms of the short notice we had and the uncertainty that has followed us. What's been toughest on the crew is operating for months without knowing when the deployment would end," Ecker said. "But as you walk around the ship and find the crew's morale still sky high, it shows just how great these guys are.

"This ship has always done extremely well and has a great reputation around the fleet," Ecker continued. "The crew has been able to feed off that. Also, this has been a popular campaign back home and all the support we've received has helped to keep everybody pumped up. The crew knows they are contributing to the war effort and are fulfilling a mission." □

Ruud is assigned to the public affairs staff, USS Saratoga *(CV 60).*

Navy woman wins national award

Story and photo by JO1 Melissa Wood Lefler

It would be hard to accuse LT Allison Webster-Giddings of having her head in the clouds, despite her lofty feats in the aviation field.

"Determination can get you through just about anything," declared the down-to-earth, CH-46D *Sea Knight* helicopter pilot, "but aptitude does make it easier."

A combination of perseverance, ability, ambition and hard work won the U.S. Naval Academy graduate national recognition as one of the "Outstanding Women in Aviation" of the 1990s. Webster-Giddings was recently chosen as the Navy's representative at the National Aviation Club's sixth annual "Women in Aviation" awards ceremony in Washington, D.C., along with eight other military and civilian honorees. They included an Army astronaut, a NASA mission specialist, a pilot from the United States' world competition aviation team and a woman who piloted a bomber during World War II.

"Knowing that my [air] wing [commander] nominated me made me feel as good as winning it," said the 28-year-old lieutenant, who works in the air operations department of Commander Naval Air Force Atlantic.

Webster-Giddings has had several noteworthy accomplishments as a helicopter pilot during her career. While assigned to Helicopter Squadron 6 in Norfolk, she became the most junior person in the squadron's history to qualify as an aircraft commander. In addition, a cool head under pressure along with flying expertise saved lives and an aircraft when she safely piloted a helicopter to safety after losing an engine.

The road which Webster-Giddings has traveled to become one of only about 200 women aviators in the Navy has been a challenging and ground-breaking one. Although she didn't know 10 years ago, when she graduated from high school in Birmingham, Mich., that she wanted to be a pilot, the naval academy was the former varsity athlete's first choice for college.

LT Allison Webster-Giddings

To earn her wings, Webster-Giddings put in a year and a half as a student pilot after graduating from the academy.

"It certainly was a challenge," Webster-Giddings said about flight training school, "but there was never a point when I thought I wouldn't make it. Others who thought that way didn't make it."

To master the course, she drew on the lessons learned in sports. "In flight school, you have to use everything you have — physical coordination, determination, intelligence. There are things about being an athlete that help you get through," she said.

Her "can-do" attitude was also in evidence after Webster-Giddings faced some male skepticism when assigned to her first squadron as a helicopter pilot. "My being a woman has no relevance," she told her male colleagues. "We all fly the same aircraft and missions, so let's just leave gender out of the whole thing." After that, they did, she reports.

Although women are barred by congressional legislation from flying combat aircraft, such as the A-6 *Intruder* her husband flies, Webster-Giddings says that she likes piloting helicopters so much, she wouldn't switch to fighters even if the law was changed.

"It's my community," she said loyally. "We fly a very tight schedule at sea. The [ships] crews are always happy to see us because we bring the mail. We move a lot of cargo quickly from one ship to another and have to put it down in a very small spot."

The longest, most arduous replenishment this *Sea Knight* pilot can remember was about 12 hours. She estimated the CH-46 can bring about 15 pallets — averaging 4,000 pounds of supplies each — from the replenishment ship to underway warships per hour.

"I don't get tired while I'm doing it," said Webster-Giddings. "I don't notice the fatigue until I get back to the ship."

Webster-Giddings stays in shape and works off fatigue and anxiety by skiing, bicycling, running and entering triathlons. Yet, even while running with her feet firmly on the ground, her imagination continues to soar.

"I plan on being in the Navy for at least 20 years, and flying," she said. Within that framework, her future ambitions include test pilot school, and perhaps the astronaut program. "I'd also like to go back to the Naval Academy as an instructor," she added. □

Lefler is assigned to NIRA Det. 4, Norfolk.

Computer technology

Changing the way the Navy communicates

Story and photos by JO1 Lee Bosco

Beneath the rule of men entirely great, the pen is mightier than the sword.

These words, written by Edward Bulwer-Lytton more than a century ago, echo a sentiment known to ancient Egyptian pharaohs as well as modern-day naval commanders: information is power, and whoever can control information is likely to control the battlefield.

More than two decades ago a group of Navy visionaries theorized that the real value lies not only in the information itself, but in the speed with which it can be distributed and put to use. The need for a Navy information clearinghouse was recognized, and in the following years, sailors became familiar with Naval Regional Data Automated Centers better known as NARDACs.

The same foresight is still at work at the Naval Computer and Telecommunications Station at Naval Air Station Pensacola, Fla.

According to VADM Jerry Tuttle, director Space and Electronic Warfare, "The most important role that NCTS Pensacola now plays is being the example and beacon for other telecommunications and ADP commands to follow as we merge the telecommunications and ADP disciplines. NCTS Pensacola's Enchanced Data Center is the model for all Navy sites and represents locally what we must progress to globally for the Navy, i.e. the provider of a worldwide all medium, user-to-user service," Tuttle said.

In just the short span of 20 years, the amount and type of information available to the Navy has grown to incredible heights. NCTS represents the Navy's cutting edge in the integrated information technology field. Managing data and training sailors to operate the newest computer technology are just a few of the services NCTS provides to large and small commands throughout the fleet.

"Primarily, we are in the information flow business," said CAPT Don Fraser, NCTS commanding officer. "A big part of our job is to help the Navy better use the new technology available today. For instance, we are currently discussing taking over responsibility for the base phone system. That has usually been a public works operation, but because we are in the voice and data business, and with our more focused view of technology, we can provide better kinds of voice services to the commands on the base."

Fraser sees the entire country's phone system as part of a large computer network and wants to make the Navy's use of that system more cost-effective.

"The same phone lines that carry voice communications also carry data communications between computers via modems," he said. "We in the Navy use phone lines both ways. We

Computers have changed many of the ways we communicate today, be it in reports, memos or via telephone.

A sparsely-manned control room is all that is necessary to assist today's self-sufficient computer's interoperability with each other.

pay one pile of dollars to push data down those lines and another pile of dollars to push voice down those lines. There is no need to pay twice for those lines."

That kind of thinking is one reason for the creation of NCTS. "VADM Tuttle thought, 'Let me get the folks who speak technology together with the people who have done voice and messages and see if that isn't going to do wonders for us in the Navy,'" Fraser said.

The command is housed in an old warehouse that, from the outside, gives no clue as to the ultra-modern computer center inside. Room after room of computers of all kinds quietly go about processing information from commands as large as the Defense Finance and Accounting Service — Cleveland Center to small units like Pensacola's supply office. The difficulty with this task lies in the computer hardware.

"One of the things that we are most proud of is our ability to work with different kinds of computers at the same time," he said. "The Navy has bought lots of different types of computers, each with its own language. Within our command we use IBM, Burroughs, Unisys and Hewlett-Packard computers. I needed a separate group of people to work each system.

"We thought there has to be a way to re-engineer our operation so we control all these systems from a central point. We designed programs that translate the different computer languages and we can work all the systems together. I don't know if that's been done anywhere in the public sector or inside the military. We are doing it here."

The enhanced data center is where that "translating" goes on. The room, filled with computer hardware, is state-of-the-art. Surprisingly only a handful of military and civilian technicians are needed to run the center. Data flows continuously into the data center via phone lines. The computer then directs the work to any of the other systems housed at NCTS. The incoming data contains instructions that the receiving computer reads and follows. Thousands of pieces of information are processed without a human being involved.

"There are very few processing centers open 24-hours-a-day. We are one of them," Fraser said. "Someday, stations like ours will be in place in key areas around the United States and overseas. They will serve as regional information centers. For example, we are hooked to more than 5,000 data flow devices in more than 20 states by the Navy network or NavNet. We routinely process information for many different commands and government agencies.

"If a command's system goes down or the workload suddenly gets backlogged they can send that work to us. In the future we expect thousands more commands to take advantage of NCTSs in this way."

Assignment to NCTS is a data processor's dream. Data Processing Technician 2nd Class Cheryl Ann Seay works in all facets of the command and says that if you want to work with computers, this is the best place in the Navy to do it.

"I'm writing programs for, and working with, the most advanced systems available in the Navy," she said. "It is a place that makes you wish you could spend an entire career here because things are constantly changing and improving. It's a great learning environment because new things happen here first, then they get to the fleet."

Aside from processing information, NCTS is available to shore and afloat commands to assist in procuring computer systems and training sailors how to use systems already in place.

"Actually, NCTS Pensacola contributes to every sailor's life daily in a myriad of ways," said Tuttle. "From a 'sugar report' telephone call to mother, wife or girlfriend, to his pay computations, with maintenance, supply, personnel, etc., data to assist him in his work place in between — and in many more ways."

"We are a full-service, integrated information command," said Fraser. "Being computer literate is in the Navy's best interest. We want to see the new technology coming and be in a good position to put it to work for the Navy." □

Bosco is senior staff writer for All Hands.

USS *William C. Lawe*

A look back

Story and photos by JO3 Matthew Wilde

"After all the long hours I put into the ship to keep it running, now they are going to sink her," said Master Chief Damage Controlman (SW) Robert Conklin, as he remembered the first Navy ship he served in, USS *William C. Lawe* (DD 763).

Inactive fleet ships float side-by-side at the Inactive Ship Facility in Portsmouth, Va. Once mighty warriors of the sea, they are now floating hulks of steel after being completely stripped of all usable equipment. Every ship eventually becomes one, and now *Lawe* has become one of them as well.

When Conklin first walked aboard the ship as a DCFN in September 1970 he would have told people they were crazy if they had said he would return on a visit more than 20 years later as a master chief. He even surprised himself, not only with what he has accomplished in his naval career, but also by retaining all those memories he still has for his first ship.

"A lot of people would look at the ship now and say it's ugly. All I see is how she used to be and recall all the great memories I had during almost two years of serving aboard her," said Conklin, a native of Paterson, N.J.

As he walked the now old and rusted decks of the destroyer, not one look of disappointment came to his face, only good memories permeated his mind. It seemed as if every hatch cover he saw brought another sea story to mind.

"I remember the first time I went to sea. I was standing outside in the chow line . . . when all of a sudden, a huge wave hit the ship where I was standing and drenched me from head to toe. It was a scary moment, but now I'll never forget my first time at sea," the 22-year Navy veteran recalled.

Lawe was commissioned Dec. 18, 1946, and was homeported in San Francisco. The ship received her name from a World War II serviceman, Aviation Metalsmith 3rd Class William C. Lawe, who volunteered to fly with Torpedo Squadron 8 during the Battle of Midway. Lawe rode as a gunner in a Grumman TBF-1 *Avenger* torpedo plane and was shot down while attacking enemy forces. For his part in this brave action, Lawe received a posthumous Distinguished Flying Cross and the future distinction of his name being given to a Navy destroyer.

DCCM(SW) Robert Conklin walks off *William C. Lawe*'s gangplank one last time.

When Conklin first reported aboard, the ship was homeported in Mayport, Fla. During her 37 years of service to the fleet, *Lawe* made numerous deployments to the Mediterranean, Caribbean and Middle East, and provided gunfire support during the Vietnam conflict. She was decommissioned Oct. 3, 1983, and is destined to become a target ship for gunnery exercises.

"Life on a destroyer was so different back then. Everyone lived in such close quarters that it kind of forced the crew of 300 to get along. One of the highlights of the day was watching a movie on the mess deck, since closed-circuit television was not yet available," Conklin said.

"My first deployment was to the Middle East, along with a few shorter ones to the Caribbean. I really remember the liberty I had in Ethiopia and Angola during my first cruise; the cultures were very interesting," he added.

During his time on the ship, he worked out of a 10-man Damage Control shop which maintained and supervised all the firefighting and damage control equipment on board. He also functioned as a repair locker on-scene leader, along with standing hull and sounding security watches.

Now stationed aboard the amphibious assault ship USS *Saipan* (LHA 2), Conklin had the chance to attend a *Lawe* reunion two years ago in Portsmouth, Va. Although he only saw a few sailors there from his day, he said that it was nice to reminisce with the men who first commissioned her.

All good things must come to an end, and now *Lawe* is approaching hers as well. As Conklin walked off the gangplank, he turned and realized this would be the last time he would see her. *Lawe* was once a mighty warrior of the sea, but now she sits, awaiting her final destiny. □

Wilde is assigned to USS Saipan *(LHA 2).*

Striving for excellence

More than a way of working — it's a way of life

The Navy is making a cultural transformation to an innovative, improvement-oriented leadership style. This "new" style — an offshoot of a management system in use since the mid-1980s at certain shore installations — is called Total Quality Leadership or TQL.

It's a leadership style the Chief of Naval Operations wants practiced from the top down, and it fits hand-in-glove with concepts being embraced throughout the Department of Defense.

Essentially, the TQL approach allows leaders to fine-tune the process of how things get done by using input from all members of their teams — from the most junior seaman to the most senior admiral — in making decisions.

The idea, say proponents, emphasizes identifying and fixing problems rather than merely obtaining funds and sustaining programs. Total quality control or TQC, the label given to the Japanese style of management by productivity experts, enabled that nation to become a world manufacturing leader, and is the basis of TQL. Ironically, the seeds of that style were planted in the Japanese psyche by American business consultant Dr. W. Edwards Deming, who helped reconstruct the devastated Japanese economy following World War II.

The management and leadership sides of the equation involve "a rethinking of the fundamental way you operate your enterprise, how you plan, how you deal with people and how you react to your customers," according to Laurie A. Broedling,

Two Seabee engineering aides compare survey results for new construction.

Photo by Baron A. Sekiya

Crewmen from the frigate USS *Ouellet* (FF 1077) work together to cap a pipeline leak during damage control olympics.

assistant to the Under Secretary of Defense.

TQM and TQL are distinguished from other management approaches by their focus on the "process" of getting a job done rather than just on obtaining results. This focus requires all process participants to share their ideas for improvement and put them into action.

"We have a superior organization with enthusiastic, well-trained, dedicated people," said Chief of Naval Operations ADM Frank B. Kelso II. "We're not instituting TQL because the Navy is in trouble, but because we can do it better.

"Our system works very well," he emphasized, "but with fewer resources available to us and the importance of our mission, we must make every hour of training, every dollar we invest, count."

TQL focuses on customers and what they want vs. what the organization thinks they want, and on the process involved in bringing the product or service to the customer.

TQL focuses on leaders functioning as coaches rather than as judges; on creating an atmosphere of trust by removing the element of fear from the environment; on quality training for all team members, senior and junior alike; and on using statistics to identify common problems and make decisions.

TQL is a long-term program to improve the way the Navy does business. "It isn't a quick fix," said Kelso, "but it will affect every aspect of naval operations in the future."

The CNO also stressed that TQL is not just another management fad. "Some people think it's nothing but good leadership that they've been practicing for years," he said. "Most of them are wrong. TQL is more than that. It's a systematic approach to improving the way we operate, and it depends on scientific method and using hard data to improve processes on a continuous basis."

Joseph A. Bizup, the CNO's top total quality leadership executive agrees. "Most good managers have been doing some TQL during their careers," Bizup said. "What makes TQL different is that it takes the best parts of several management techniques, and hangs them all together through leadership."

I see an important part of TQL as sharing information horizontally and vertically," said Master Chief Petty Officer of the Navy AVCM(AW) Duane R. Bushey. "Being able to express your thoughts about the job processes without fear makes you part of the system, both in identifying and in correcting the problem."

Bizup said TQL drives out fear to promote innovation. "This can be fear of the boss, fear of speaking out about better ways to do the job or fear of criticism.

"A good leader creates an environment where people are confident they can point out problems and complexities of the work processes, and express concern without fear of reprisal," he said.

"Innovation entails some risk," Bizup added. "A good leader acknowledges that risk is a necessary part of innovation."

Bushey pointed out that many decisions by top managers are based on experience and "gut feelings."

"The part that's going to be foreign and strange to these leaders," he said, "is TQL's analytical processes. As managers, we're going to have to learn to use statistics, charts and predictions as part of the decision-making process."

And TQL requires a new way of thinking about problem solving, according to Senior Chief Aviation Storekeeper Edward Kyle, program manager for enlisted leader development at the Bureau of Naval Personnel.

"TQL calls for looking at the facts and working on real problems rather than just symptoms," he said. "It requires a continuous commitment to improvement."

Photo by PH3 Paul Hawthorne

ABFC Frederick W. Kraiza (right) instructs AA Shawn Hall on the finer techniques of refueling aircraft.

Under TQL, "You don't just solve a problem and walk away from it. You keep going back and studying the process. For example, a 3 percent discrepancy rate is not acceptable when you're under water, flying airplanes or going out to sea," Kyle explained. "You keep striving for zero discrepancies in everything from your ship's preventive maintenance schedule to your squadron's sortie completion rate."

"In the beginning," Kelso said, "TQL will increase the workload for Navy people as they receive formal training, define goals, gather statistical data to help pinpoint areas that need work, and develop new methods to solve problems."

But in the long term, the CNO explained, TQL will decrease our reliance on inspections, lower our accident rate and improve our efficiency by cutting down on repetitive, but unproductive work.

Currently, the Navy is designing its leadership courses for officers and enlisted personnel to include many TQL principles. Courses will emphasize leadership with a quality flavor, starting at officer and enlisted accession points.

Additional courses, specifically for fleet leadership training, will be designed by members of five mobile teams with three teams assigned to the east coast and two teams assigned to the west coast. The teams will visit fleet operating units to conduct on-site TQL training. Team members will then use their experiences to adapt TQL courses to the fleet's needs.

CAPT James S. Baumstark, special TQL assistant for the chief of naval personnel, said the management side of total quality programs has been used at selected supply centers, shipyards and naval aviation depots since 1983, but not as a formal program in fleet operating units.

"These teams will be the first to bring formalized TQL training aboard ships," he said. "Their members will use what they learn to develop courses for training all other fleet sailors."

As Bizup summed up, "TQL is more than old-fashioned Navy leadership. It's Navy leadership at its best." □

The 14 Points of TQL

1. Understand the Navy's mission and principles. Get a clear grasp of how your command supports the Navy's mission and how the principles apply to your day-to-day actions.

2. Quality is the essence of TQL. Insist on quality performance and material. Do the job correctly the first time.

3. Know your job. Analyze and understand every facet of your responsibilities and those of your people.

4. Words alone don't solve problems. Look for faults and solutions first in the process and the system, not the people. Improve the process, train the people.

5. Quality training is the key to success. People must be fully trained to do their jobs. You are never too senior to learn.

6. Use analytical methods to understand and improve your jobs. Graphs and charts, properly used, are invaluable tools in this effort.

7. We are a team. We must work together across departments and commands.

8. Create an atmosphere of trust and open communication where everyone shares a sense of pride in their work. People should not be fearful of telling you what is wrong in order for the problem to be fixed.

9. Inspect smarter. Inspections should be methods of learning and improvement rather than threatening events.

10. Demand quality, not quotas.

11. Education and self-improvement are just as important as training. We must always get better.

12. All improvements, big and small alike, are important.

13. Be a leader. Your job as supervisor is to guide and assist your people.

14. All hands, from seaman to admiral, must learn and use TQL. □

Bearings

U.S., German airlift deploys Seabees to Souda Bay, Crete

As the crisis in the Persian Gulf continued to heat up and U.S. service members deployed to destinations throughout the world, military leaders found new means of transporting troops to areas where they are needed most.

To help DoD allay some of the tranportation shortages, the German Ministry of Defense offered the United States six C-160 *Transall* aircraft for use within the European theater. This offer helped support Naval Mobile Construction Battalion 1. According to LT Ben Pina, NMCB 1's embarkation officer, it couldn't have come at a better time, given the recent order to deploy a detail of NMCB 1 Seabees to Souda Bay, Crete.

"As with any deployment of Navy Seabees, we weren't given much time to get our troops from point 'A' to point 'B,'" Pina said. "But as soon as we received a message from U.S. Air Force European Command informing us of the German offer, we looked into the feasibility of the matter and decided to go with it."

The German C-160 aircraft used to transport the Seabees and their cargo to Souda Bay is similar to U.S. Air Force C-130 aircraft usually used for such missions, but is slightly smaller and only equipped with two engines.

"While there are differences between the C-160 and the C-130, we didn't experience any problems with this joint effort," Pina said. "The whole idea behind the project was to get to our destination in a safe and timely fashion, which is exactly what happened.

"I think it's very significant that two separate countries were able to combine their efforts into the successful attainment of a common goal," said Pina. "We are very thankful the German and U.S. air forces were able to work together to get us off the ground. Now we can do what Naval Mobile Construction Battalion 1 does best — go to work." ■

Below: NMCB 1 Seabees load equipment into the German C-160 *Transall* with Air Force help and await their turn to board (above) for the flight to Souda Bay, Crete.

Story and photos by JO2 Mike Fraté, assigned to U.S. Naval Mobile Construction Battalion 1, deployed to Rota, Spain.

Bearings

USS *America* deck-launches Marine OV-10 aircraft

With his heartbeat seemingly racing as fast as the OV-10 aircraft's engines, the pilot anxiously awaited the 600-foot takeoff from the carrier deck.

A pretty routine feat aboard USS *America* (CV 66) until you realize the longest catapult on the flight deck is a scant 320 feet. "We're going to deck-launch 'em," said Aviation Boatswain's Mate 2nd Class Robert Chubb of the carrier's air department.

Photo by PH2 Jeff Smith

Turning into position as far aft on the flight deck as possible, one of six Marine Corps OV-10 tactical reconnaissance planes prepared for takeoff. "It was built during [the] Vietnam [era] specifically for close-air support, tactical observation and reconnaissance," said Marine Capt. Danno Gannon, weapons and tactics instructor for Fixed-Wing Marine Observation Squadron 1 of Marine Corps Air Station New River, N.C.

"What we typically find ourselves doing," said Gannon, "is working directly with an air officer for an infantry battalion or regiment to seek and locate targets to be engaged with the supporting arms assets available to us."

Zooming down the runway of a carrier, however, was not a typical endeavor. "We've got a couple of pilots aboard USS *Theodore Roosevelt* [(CVN 71)] and *America* that have taken off [of amphibious assault ships] before," Gannon said smiling. "But we have never, as an operational squadron, taken off from a carrier."

VMO 1 hitched a ride across the Atlantic aboard *America* and *Roosevelt* to Rota, Spain, where they departed for Saudi Arabia. Between the two carriers, a total of 12 OV-10s headed for the desert.

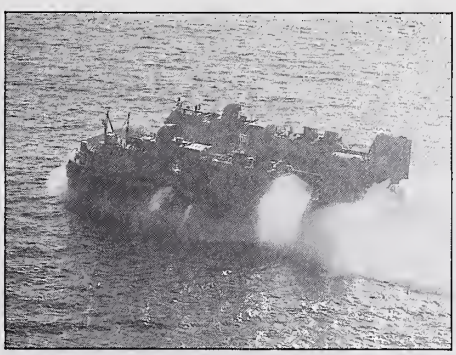
"About 600 feet and 35-knot winds is all we're asking for," said Gannon. The feat was easily accomplished as *America* launched all six OV-10s and cleared the flight deck in less than 30 minutes. ■

Story by JO2 David E. Smith, assigned to USS America *(CV 66) public affairs office.*

Amphibious technology deployed to the Persian Gulf

The largest deployment of Landing Craft, Air Cushion vehicles, since their introduction to the Navy-Marine Corps team, and more than 100 sailors embarked aboard three ships at Camp Pendleton, Calif., in preparation for their journey to the Middle East.

The LCACs and crews, based with Assault Craft Unit 5, joined San Diego-based Amphibious Group 3 and other Marines and sailors deploying with the 5th Marine Expeditionary Brigade. Under the control of Amphibious Group 3 and 5th MEB, the craft will supplement the capability to marry-up with other LCAC units already in the Persian Gulf.



The LCAC has virtually revolutionized amphibious landings. Previous craft could only travel up to 8 knots and negotiate 17 percent of the world's beaches. LCACs can travel in excess of 40 knots on water, 25 knots on land and can negotiate 80 percent of the world's coastlines. The LCAC is a ship-to-shore vehicle capable of transporting more than 60 tons up to 50 miles. The craft's speed and over-land traits make it compatible with inland, helo-borne assaults. The LCAC is not affected by tides, water depth, underwater obstacles, up to 4-foot-high land obstacles, high beach slopes, mines or torpedoes. ■

Story and photo by Marine Cpl. Michael P. Wanjura, assigned to the Joint Public Affairs Office, Camp Pendleton, Calif.

Bearings

Japanese, American sailors cross-deck for joint operations

Sailors made lasting bonds of friendship and intercultural understanding last year when the 7th Fleet flagship USS *Blue Ridge* (LCC 19) completed her 1990 sister ship cruise with the Japanese Maritime Self-Defense Force destroyer JDS *Shirane* (DDH 143).

For 10 days, *Blue Ridge* and *Shirane* crews conducted numerous joint training evolutions to improve tactical readiness and interoperability between the two ships. Both ships also visited Japanese ports of call as part of the friendship cruise.

Several *Blue Ridge* crew members cross-decked with their counterparts and spent time aboard the Japanese anti-submarine warfare destroyer. This gave the American and Japanese crewmen an opportunity to train together and discover similarities as well as differences in each other's naval operations.

"I thought it was a great experience," said *Blue Ridge* Damage Controlman 3rd Class Christopher J. Hunter. "I was on board *Shirane* for three days and lived, ate and slept like a Japanese sailor. I stood underinstruction watches in their damage control central, doing what I do here in the *Blue Ridge*. The watches are similar, the duties are basically the same and the equipment has almost the same name on either ship."

Language differences didn't present insurmountable problems for the sailors, many of whom used creative hand signals and gestures to get the message across, Hunter explained. "But just in case, there was always someone there to translate," he said.

Other training evolutions included basic seamanship, at-sea communications, helicopter operations and ship-handling drills.

Blue Ridge's SH-3G *Sea King* helicopter shuttled personnel between the two ships during helo cross-deck exercises, while *Shirane*'s helo performed similar missions. The exercises increased mutual understanding between the two crews, demonstrating joint maritime presence and encouraging international cooperation.

This year, two port calls at the Japanese cities of Otaru and Maizuru provided a welcome respite from a hectic operational schedule. A welcoming party of local dignitaries, media and 10,000 people participating in general visiting met the ships at each city.

Photo by PH3 John Gay

As a community relations project, 24 *Blue Ridge* and 15 *Shirane* personnel visited an Otaru facility for severely handicapped adults and children, cutting grass and trimming brush on a hillside there. In Maizuru, sailors participated in a fence-painting project at a local senior citizens home.

"Our joint community relations projects obviously benefited the institutions we visited. An additional pay-off was the tremendous camaraderie established among shipmates of both countries," said *Blue Ridge* and 7th Fleet Staff Chaplain (CDR) Donald G. Belanus.

This year's sister ship cruise proved to be an educational and productive experience for both crews, said Commander U.S. 7th Fleet VADM Henry H. Mauz Jr. The friendships that were developed "will serve to bring us even closer together in what is one of the world's most important bilateral relationships." ■

Story by USS Blue Ridge *(LCC 19) and 7th Fleet public affairs offices.*

Photo by PH3 John Gay

Bearings

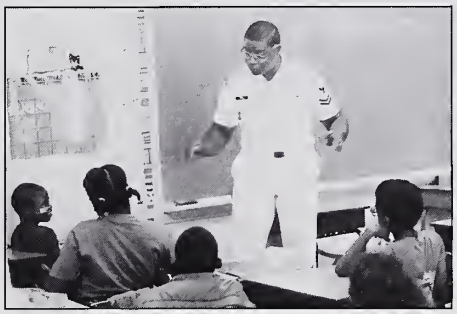
Sailors make a difference at elementary school

Poverty, crime, drug abuse, unemployment and self-doubt can seem like a dead-end street — until someone offers a way out. Sailors assigned to Naval Security Group Activity Homestead, Fla., offer that hand in their neighborhood by helping a local school.

A.L. Lewis Elementary School in Florida City is made up of a cross-section of minority children in grades 1-5, and is located in a section of the city often linked with poverty, crime and drugs. It's not a backdrop that lends to education or future growth for many of the students. That's where the school's principal Dr. Ruth Ceglia and NSGA Homestead sailors step in.

Ceglia's desire for change and hope that "her" children don't wind up on the streets pushing drugs prompted her to contact CAPT John W. Mackin Jr., commanding officer of NSGA Homestead, to help create a positive image. Various personnel assigned to NSGAH quickly volunteered.

According to Ceglia, the sailors of Homestead "provide a real-life image of career opportunities, someone they can reach out and actually touch — not an image that resembles what they get from television commercials." Sailors come in to classes once or twice a week to help teachers maintain good order and discipline, tutor the students in math, English, computers and reading, and more importantly, drug education.



Lectures on drug awareness/education is first and foremost in the minds of the volunteers. CTA2 Martin Powell takes the opportunity to tell the kids about drug pushers.

"It's sad to hear the stories of some of these kids," said Cryptologic Technician Administrative 2nd Class Martin Powell. "We deliver talks on drugs and the harm they can cause. We also provide one-on-one counseling with some of the more troubled students. It's hard not to get emotionally involved," Powell added. "We provide a positive image and let the kids know there is another way."

"This is what I wanted to have happen when the program started — another way out for these kids," Ceglia said. "The children are extremely excited when the Navy shows up."

The volunteers also look forward to these visits. One week there were two volunteers, the next week six, and now there are 10 volunteers, who, with command support, show up to provide the proper "attitude adjustment" needed. "We feel that we have our own class, students and individual contacts," said Cryptologic Technician Collection 1st Class Odell Wilson Jr. "It lends a new meaning to our career and adds another dimension to our mission. We are giving something back to the community."

The program shows that there are people who care. NSGA Homestead sailors, in their effort to reach out a hand to the kids, are also showing their concern for the community and their hope for a brighter future for these children. As one volunteer put it, "As long as we help one child make something of himself, then we have done our job. We're proud of our effort."

One third-grade student helped to confirm that effort when she said, "It's nice to know that if I continue to learn and stay in school, that I have a choice." ■

CTR2 Ron Thornton (background) helps a student with English skills.

Story and photos by JO1(SW) Bryan Wood assigned to Naval Security Group Activity Homestead, Fla., public affairs office.

Bearings

Gompers sailors paint San Francisco AIDS hospice

When the Missionaries of Charity, a Catholic order of nuns, let it be known that their San Francisco AIDS Hospice needed painting before a visit from its founder Mother Teresa, 28 USS *Samuel Gompers* (AD 37) sailors and two of their spouses responded.

Joined by members of Naval Station Treasure Island's Catholic Chapel community, the painters made short work of the large, four-story building. It took one week to paint the hospice, highlighting it with different colors — characteristic of Victorian-era San Francisco homes.

The project came about when one of the mother superiors of the worldwide order, Sister Sylvia, told a hospice volunteer she wished to have the house painted, but didn't see how they could afford to do it. The volunteer, a 10-year Navy veteran, contacted Chaplain (LCDR) Charles Soto of Treasure Island, who, in turn, spoke with one of his parishioners, LCDR Byron Iverson, executive officer of *Samuel Gompers*.

Samuel Gompers volunteers quickly came forward, and the painting began on a Friday and continued on through to a rainy Sunday. One husband and wife team, Opticalman 3rd Class Dwight Hales and Jeanne Hales, spent an entire day on the scaffolding. "We think service to others is important," he said. "I guess this is the best way to say so."

Though the holiday weekend provided enough time to complete the painting of most major surfaces, considerable trim remained. A second call for volunteers went out, and people who could get time off returned for two more days to finish the job.

Seaman Candace Call, who worked on the project for two days explained why she was there. "What the Missionaries of Charity do is very important. It's for all of us in a way. How could I not do this?"

Sister Sylvia and Chaplain Soto said they thought the completed project represented something of a miracle. "There was so much to do I didn't see how it could be done," Soto said. "But a week later, thanks to a group of sailors who gave thanks by helping others, the job was done."

The painters have been promised a personal meeting with the Nobel Prize-winning founder of the Missionaries of Charity when she visits San Francisco. Though excited by that prospect, many said they feel the work they did on the hospice — and the chance to see it in operation — was thanks enough. "The sisters are doing what all of us should be doing," said Fireman Shelly Howard. "I'm glad I was there." ■

Story by Chaplain (LCDR) William G. Chrystal, assigned to USS Samuel Gompers (AD 37).

Photo by PHAN Lynda Rhodes

Photo by PHAN Lynda Rhodes

Below: ET3 Richard Mijokovich has an eye for detail painting. Right: FN Shelly Howard and EN3 Jimmy Hacinas don't mind working a few stories up.

News Bights

The Navy's single parents and dual military couples deployed for Operation *Desert Storm* have coped with the mobilization and deployment "with their usual professionalism and competence" and very few problems, according to Assistant Secretary of the Navy for Manpower and Reserve Affairs Barbara Pope.

Pope joined Assistant Secretary of Defense for Force Management and Personnel Christopher Jehn, and assistant secretaries from the other services to testify on parenting issues and Operation *Desert Storm* before the House Armed Services Subcommittee for Manpower and Personnel Feb. 19.

The hearing was prompted by proposed legislation which, if passed by Congress and signed into law, would change DoD policy on deployability of single parents and dual military-member couples with children.

Jehn testified that military duty requires members to be deployable worldwide. Single parents and married military couples are expected to make family care arrangements in case military events require them to leave their family behind.

Representing the Navy during the hearing, Pope emphasized that existing policies are "simple and enforceable, and most importantly, they have worked." The real success story, she said, is in the very small number of Navy and Marine Corps members who could not deploy because of family care-related hardships — only two cases of active-duty personnel and eight reservists.

According to Chief of Naval Personnel VADM Mike Boorda, deployment of single parents and dual military couples has not been a big issue for Navy people because they deploy regularly and understand the policies that apply to them.

Parents in those categories deployed for *Desert Storm* are estimated to number less than 2,500 of the 80,000 Navy personnel in the operation, Boorda said.

Pope told the subcommittee that the proposed legislation, to exempt single parents or a member of a dual military couple from deployment, would threaten unit integrity, morale, readiness and have "far-reaching negative effects on the service and its members."

* * *

With the impending decommissioning of several *Poseidon* ballistic missile submarines, the repair facilities at Holy Loch, Scotland, will be disestablished after a distinguished 30-year history.

The decision comes as *Poseidon* ballistic missile submarines are replaced in service by the more-capable *Trident*. After disestablishment, the submarine tender USS *Simon Lake* (AS 33) and floating drydock *Los Alamos* (AFDB 7) will return to the United States. The remaining *Poseidon*s will be supported stateside.

The Holy Loch submarine facility, which houses nearly 2,000 Navy personnel and 1,600 family members, was opened by former President Dwight D. Eisenhower in March 1961 as a forward-deployed foothold for the earliest undersea leg of the U.S. defense triad, the *Polaris* ballistic-missile submarine.

* * *

The nuclear-powered attack submarine USS *Scranton* (SSN 756) became the newest member of the Atlantic Fleet Submarine Force during a recent commissioning ceremony.

Scranton features state-of-the-art sonar and improved fire control systems. She is fitted with four horizontal torpedo tubes, 12 vertical launch tubes, and is capable of firing MK 48 torpedo, *Tomahawk* and *Harpoon* missiles. The submarine also has improvements in electronic sensors and quieting.

Homeported in Norfolk, *Scranton* and her crew of 134 are commanded by CDR John G. Meyer, and will be assigned to the Atlantic Fleet's Submarine Squadron 8.

* * *

Active-duty service members who must get medical care from civilian sources should *not* send claims for that care to firms that process Civilian Health and Medical Program of the Uniformed Services claims.

Likewise, civilian providers who treat active-duty military should not file claims for such care with CHAMPUS claims processors.

Each branch of the uniformed services has its own address or set of addresses where claims for civilian care received by active-duty members must be sent for processing. Members (or civilian providers of care) should check with the nearest military hospital to find out where to send claims.

Active-duty service members are not eligible for CHAMPUS benefits. Their immediate family members *are* CHAMPUS-eligible, however, and should send claims for care provided under CHAMPUS to the CHAMPUS claims processor for the state or area in which the care was received. Check with the health benefits advisor at the nearest military medical facility for details on where to send CHAMPUS claims. □

Mail Buoy

Mistaken identity

As a former crew member of Oceanographic Unit 5, I feel compelled to point out your error in the article "Project Marco Polo" (February 1991 issue). You identified LCDR Kathy Shield as Commanding Officer of USNS *Harkness* (T-AGS 32). She is in fact, CO of Oceanographic Unit 5. USNS ships have civilian masters.

—YNCS John V. Hudson, USN Ret.
Virginia Beach, Va.

Do you see what I see?

In your January 1991 issue on Page 8, the black and white photo of the members of USS *Iowa*'s (BB 61) decommissioning ceremony on the bridge of the ship is printed backwards. Medals and warfare insignia are worn on left breast of service dress blue uniforms.

Same issue, Page 22, upper photo of USS *Forrestal* (CV-59) is backward, as it shows the "island" on the port side of the aircarft carrier, and the hull number is reversed.

Just wondered if anyone else noticed?

—QMC(SW) Michael Wood
NAS Bermuda

Before or after

USS *Independence* (CV 62) was relieved early in the *Desert Shield* operation so she could return to CONUS for some much needed maintenance. It wasn't until we saw the December issue of *All Hands* '*RimPac*'90" that we discovered just how much maintenance she would need. Was the photo on Page 23 taken before or after the shipalt had been accomplished, placing the island structure on the port side of the ship? Doesn't this confuse the pilots and how about those fire fighters gaining access to the "Un-Zebra/Sierra" watertight door? And how did you gather all the left-handed fire fighters, on Page 21, washing down the flight deck? We've been out here for several months now, and we weren't aware so many new changes had been made since we left!

—CDR Peter J. Ibert
USS *John F. Kennedy* (CV 67)

Reunions

• **Naval Reserve Armory, Camden, N.J.** — Reunion spring 1991, Philadelphia. Contact Julia G. Molina, 505 Reed St., Philadelphia, Pa. 19147.

• **USS Irwin (DD 794)** — Reunion June 5-8, Nashville. Contact Thomas J. Adams, 183-A Meriline Ave., West Paterson, N.J. 07424; telephone (201) 785-1335.

• **Farragut Training, World War II** — Reunion June 6-10, Bevier, Mo. Contact Chester L. Shoemaker, Highway 36, Box 6, Bevier, Mo. 63532; telephone (816) 773-5313.

• **USS Metivier (DE 582)** — Reunion June 6-10, Hyannis, Mass. Contact Dick MacDonald, Box 582, Malden, Mass. 02148; telephone (617) 665-2140.

• **USS Titania (AKA 13)** — Reunion June 7-9, Middle Amana, Iowa. Contact Cliff Trumpold, Box 31, South Lakeside Avenue, Middle Amana, Iowa 52307; telephone (319) 622-3103.

• **USS Hawkins (DD/DDR 873)** — Reunion June 7-9, Macon, Ga. Contact Buzz Butterworth, 4260 Jones Road, Macon, Ga. 31206-6144; telephone (912) 788-9339.

• **USS Mahan (DD 364/DLG 11/DDG 42)** — Wardroom Reunion June 7-9, Ocean City, Md. Contact Ted Painter, 11 Ames St., Onancock, Va. 23417; telephone (215) 777-4408.

• **USS Salute (AM 294)** — Reunion June 7-10, Memphis, Tenn. Contact James D. Johnston, Rural Route 1, Box 183, Ainsworth, Iowa 52201; telephone (319) 657-2263.

• **USS Stormes (DD 780), USS Warrington (DD 862), USS Vogelsang (DD 862) and USS Steinaker (DD 863)** — Reunion June 8. Contact Ray Didur Sr., P.O. Box 282, Cement City, Mich. 49233-0282; telephone (517) 592-6941.

• **Naval Weather Service Association** — Reunion June 12-15, Las Vegas, Nev. Contact Herb Goodland, 786 Christy Lane, Las Vegas, Nev. 89110; telephone (702) 452-1102.

• **USS Crescent City (APA 21)** — Reunion June 13-16, Vallejo, Calif. Contact Donald Parmenter, 28 Ryan St., Middletown, Conn. 06457.

• **CBMU 302/301** — Reunion June 13-16, St. Louis. Contact David A. Cooper, Route 3, Box 7000, Bartlesville, Okla. 74003; telephone (918) 336-1214.

• **USS Guardfish (SSN 612/SS 12)** — Deactivation ceremony, June 14, San Diego. Contact Commanding Officer, USS *Guardfish* (SSN 612), FPO San Francisco 96666-2323; telephone (619) 553-9001.

• **USS Wedderburn (DD 684)** — Reunion June 14-15, Baton Rouge, La. Contact James E. Allison, 8401 Timber Glen, San Antonio, Texas 78250; telephone (512) 681-0443.

• **USS Gregory (DD 802)** — Reunion June 14-16, York, Pa. Contact Glenn Sheaffer, 734 Tanglewood Road, York, Pa. 17402; telephone (717) 755-8471.

• **USS Grand Canyon (AD 28)** — Reunion June 15. Contact Ray Didur Sr., P.O. Box 282, Cement City, Mich. 49233-0282.

• **USS Arkansas (BB 33) Association** — Reunion June 19-23, Pittsburgh. Contact John F. Bird, P.O. Box 1283, Port Aransas, Texas 78373; telephone (512) 749-6925.

• **USS Lowndes (APA 154)** — Reunion June 20-23, Fort Wayne, Ind. Contact William "Bud" Kautz, 34782 Hiawatha Trail, McHenry, Ill. 60050; telephone (815) 344-6326.

• **USS Allen M. Sumner (DD 692)** — Reunion June 20-23, Washington, D.C. Contact Joe Gall, 56 Amsterdam St., Tonawanda, N.Y. 14150; telephone (716) 692-2697.

• **VF 11 and VF 111 "Sundowners" Squadron** — Reunion June 27-29, Seattle. Contact K.H. "Tim" Enander, 419 Maple St., Port Townsend, Wash. 98368; telephone (206) 385-7786.

• **USS Whitehurst (DE 634)** — Reunion June 27-29, Knoxville, Tenn. Contact Roy E. Graham, Route 12, Box 258, Morgantown, W.Va. 26505; telephone (304) 594-1986.

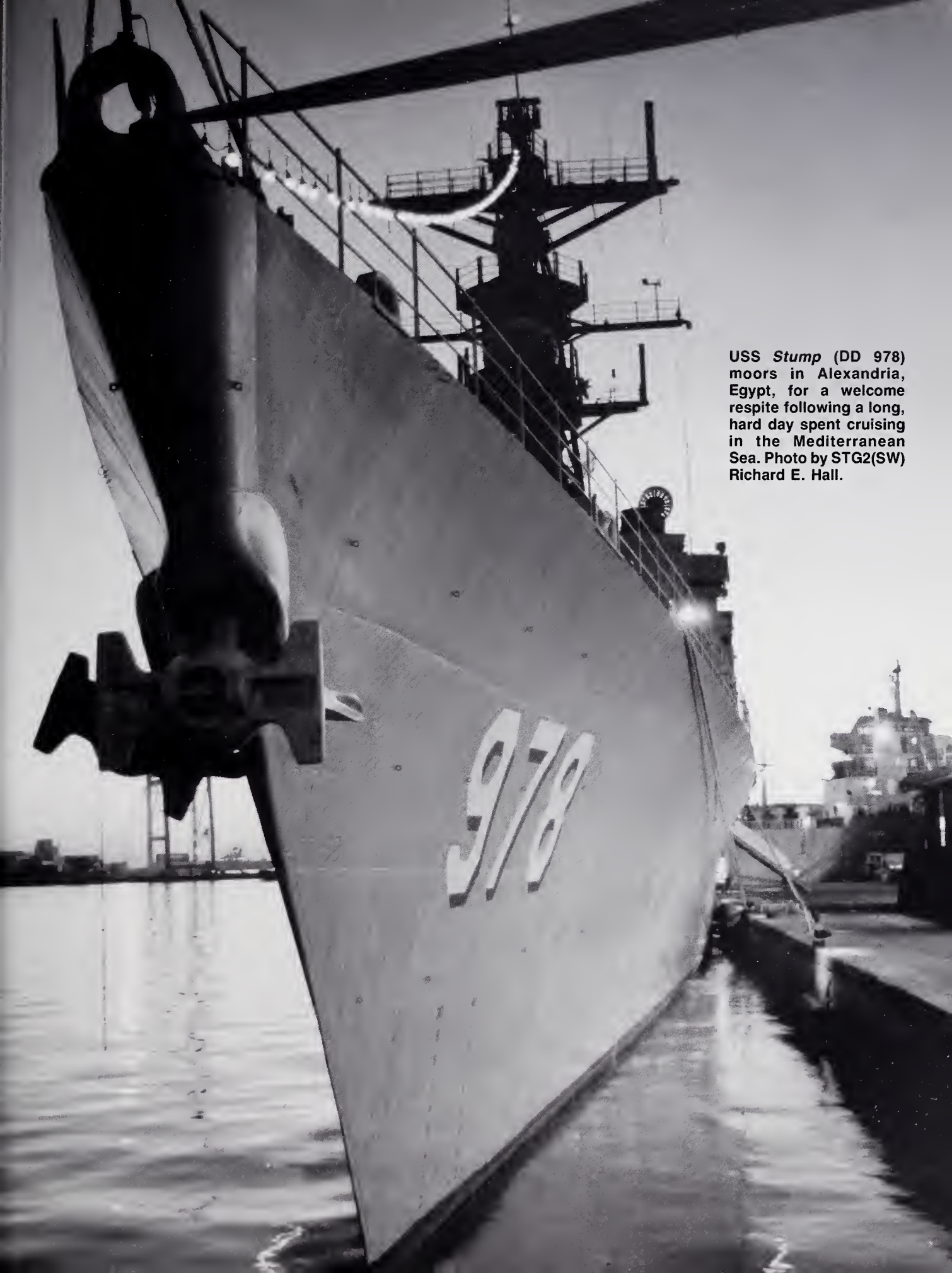
• **USS Newport News (CA 148)** — Reunion June 28-30, Norfolk. Contact Franklin D. Ragland, 8337 Kanter Ave., Norfolk, Va. 23518; telephone (804) 583-9021.

• **USS Mizar (AF 12) 1941-46** — Reunion June 1991, Indianapolis. Contact Everette R. Johnson, 441 N. 12th Ave., Beech Grove, Ind. 46107; telephone (317) 784-8283.

• **USS Twining (DD 540) 1943-71** — Reunion June 1991, Buffalo, N.Y. Contact Bruno Campagnari, 1809 Dugan Road, Olean, N.Y. 14760; telephone (716) 372-1780.

• **USS Parker (DD 604)** — Reunion July 3-7, Honolulu. Contact Russell H. Fernandes Sr., 110 Alvil Road - Elsmere, Wilmington, Del. 19805; telephone (302) 998-8001.

• **Aviation Boatswain's Mates Association** — 21st Annual Symposium July 30 - Aug. 3, Jacksonville, Fla. Telephone Wally Lemmon (904) 272-4681; Jake Kollarik (904) 772-3315; or Mike Orski (904) 241-6023.



USS *Stump* (DD 978) moors in Alexandria, Egypt, for a welcome respite following a long, hard day spent cruising in the Mediterranean Sea. Photo by STG2(SW) Richard E. Hall.

The operational puzzle ● See Page 26

ALL HANDS

JUNE 1991

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POWs return

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USS *Hayler* (DD 997) slips past USS *Josephus Daniels* (CG 27) on her way to anchor in Valparaiso, Chile. The two Norfolk-based ships were part of a five ship task force circumnavigating South America during their 1990 *UNITAS* deployment. Photo by PH1 Michael D.P. Flynn.

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ALL HANDS

MAGAZINE OF THE U.S. NAVY
JUNE 1991 — NUMBER 891
68th YEAR OF PUBLICATION

Photo by JO2(SW) Joe Bartlett

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Front Cover: Kristin Blankinship salutes the returning POWs during a welcome home ceremony at Andrews Air Force Base, Md. See Page 24. Photo by PH1(AC) Scott M. Allen.

Back Cover: Gayle Edwards reaches out to comfort two of her children, Spencer and Bennett, during her husband's funeral at Arlington National Cemetery. Marine Capt. Jonathan R. Edwards, an AH-1 *Cobra* pilot, was killed in action while escorting a medevac helicopter near the Saudi Arabia/Kuwait border. See inside back cover. Photo by PH1(AC) Scott M. Allen.

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News You Can Use

View from the top

Our Chief of Naval Operations, ADM Frank B. Kelso, II, recently wrote, "Flexibility, responsiveness and readiness have always been the hallmark of our Navy. These traits must increasingly characterize naval operations of the future."

Our "product" as a peace-keeping force will need to be "manufactured" more efficiently and smoothly; quality leadership will become even more important as our overall force levels and budget decline. Even the award-winning ship, squadron, boat, station and unit has room for improvement. As the environment around us changes, we must change also; if you lack vision, you'll find yourself crossing the finish line last. In making improvements we must remember one thing above all others — we are a team. We must work together, across all type commands, and remove all prejudicial boundaries to achieve the common goal of improving quality for everyone.

As leaders, we must listen to all of our people, including the most junior. After all, it is the responsibility of all of us to make the workplace and quality of life better. All suggestions and complaints, no matter who they are from or what they involve, must be listened to and passed up the chain of command to the level where action is taken or reasonably rejected. Leaders must provide those who suggest improvements and ideas with feedback on what is being done with their suggestions. That's not to say that every suggestion will be adopted, but they must be analyzed. An atmosphere of trust and open communication, where everyone shares a sense of pride in their work, and themselves, must be created. As chiefs, we must be the first to step forward and create a "fearless workplace." People must be able to work in an atmosphere

CHAMPUS rules on private insurance

Families who have private health insurance in addition to the Defense Department's Civilian Health and Medical Program of the Uniformed Services must submit civilian health care claims to their other health insurance company before filing with CHAMPUS. After the other health insurance policy has paid everything it's going to pay, a claim may be filed with CHAMPUS for cost-sharing of the remaining allowable charges for covered care. Families who have a health maintenance organization as their other health insurer can't jump between the HMO and CHAMPUS. All covered health care services must be obtained from the HMO. CHAMPUS may be able to cost-share some expenses under limited circumstances for CHAMPUS-eligible persons who have medical coverage through a HMO. The services must be medically necessary and must be covered by CHAMPUS. There are other rules and limitations, so check with your health benefits adviser at the nearest military medical facility. □

Personnel

Reservists get service credit

Reservists who were on active duty for certain periods before partial mobilization can receive service credit.

Reservists who were recalled or volunteered for active duty in support of Operation *Desert Shield/Desert Storm* will gain service credit under partial mobilization. DoD is implementing the credit to promote willingness of reserve members to serve voluntarily in future operations. □

where they can express what they see as being wrong or needing improvement, and be able to do that without fear of reprisal.

In my travels, I get to see really good commands and some which aren't so good. The best commands do not ignore or silence people who see problems and suggest new ideas. They reward them for their courage to talk about what needs improvement. Be open-minded when listening to complaints and suggestions. Problems must be recognized so they can be fixed. Leaders must be willing to accept change; leaders must establish an atmosphere where everyone has a secure feeling of being part of a team. Remember that all improvements, big and small, are important. All hands, from seaman to admiral must do their part in creating the fearless workplace. **— AVCM(AW) Duane R. Bushey, Master Chief Petty Officer of the Navy.** □

Fiber food intake and weight

High fiber bulk in your digestive tract means quick riddance of food wastes that might otherwise linger and possibly spread toxins which encourage infection, weaken muscles and hamper vital organs.

Products which contain high amounts of fiber include:

- Dark breads and bran cereals.
- Beans, carrots and apples.
- Cabbage and wheat products.

It's not only what you eat — it's when and how much you eat. Keep caloric intake down by eating smaller meals at intervals throughout the day.

You'll not only feel better, you'll also cut down on those cravings for foods that may cause you to overeat in the first place. □

Health

CHAMPUS dental care

Families of activated Naval reservists may use the Defense Department's Active Duty Dependents Dental Plan under the Civilian Health and Medical Program of the Uniformed Services, but only if the sponsor is ordered to active duty for more than two years. Before you try to get health care under CHAMPUS, contact the health benefits adviser at the nearest military medical facility. The HBA can provide information about using CHAMPUS and about available care at the local service hospital or clinic. If you don't have the HBA's telephone number, call the military hospital's general number. For quick and easy service, have copies of your military sponsor's orders and the appropriate ID card issued by the local reserve center or military base personnel office. □

Pregnancy policy brochure

A Navy "Pregnancy Policy" brochure (S/N 0500-LP-4544900) was mailed to every command in January. To order additional free copies, submit your request on a DD Form 1348/Military Standard Requisition to: Commanding Officer, Naval Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa. 19120. □

Holiday drinking and driving

Make this July Fourth holiday a safe one for you, your family and others sharing the highway. Don't drink and drive. Use a designated driver. □

Looking Forward

Navy of the '90s

Story by JO2(SW) Joe Bartlett, photo by PH1(AC) Scott M. Allen

Even as world leaders were cementing an unprecedented coalition to deal with Iraq's invasion of Kuwait, Navy leaders were defining to Congress a new course for the Navy of the future — one that will enable a smaller Navy to perform diverse missions in a world climate altered drastically by changes unimaginable just a few years ago.

That course for America's maritime force, outlined by Navy Secretary H. Lawrence Garrett III, Chief of Naval Operations ADM Frank B. Kelso II and Marine Corps Commandant Gen. Alfred M. Gray in an April 1991 Naval Institute *Proceedings* article titled, "The Way Ahead," steers the U.S. seapower team toward one goal: maintaining maritime superiority well into the 21st century through a Navy and Marine Corps able to meet the challenges of an uncertain future.

Since the end of World War II, America's national military strategy has been based on containment of Soviet expansionism while maintaining forward-positioning of forces and solid alliances around the globe to deter war. Nearly every new ship, aircraft and submarine design since the 1940s has been geared to outperform Soviet counterparts. But with sweeping changes in the Soviet Union, the way ahead for a smaller, more-flexible Navy will emphasize regional stability rather than the previous 45-year strategy of global containment of Soviet influence.

"We must reshape naval force structure, strategy, tactics, and operating patterns that are wedded too closely to the concept of an Armageddon at sea with the Soviet Union," Garrett, Kelso and Gray wrote. "At the same time, we will deal increasingly with political and fiscal pressures to reduce the national debt — pressures that unquestionably affect the level of resources available for our defense in the future."

As President Bush outlined Aug. 2, 1990, future U.S. defense policy will be based on four major elements: deterrence against nuclear and nonnuclear threats; forward presence to demonstrate American resolve and to enable rapid response to crises; crisis response capability to project power ashore and influence events anywhere in the world; and reconstitution of forces to challenge a global threat to peace should one re-emerge.

This shift from global commitment against a single threat to a variety of regional threats allows the Navy to downsize to a still potent, high-tech force of about 450 ships by 1995 — 25 percent fewer than the 600 ships pushed for in the 1980s.

The future of that "leaner and meaner" fighting force will include a greater emphasis on joint-service operations, such as those during Operations *Desert Shield* and *Desert Storm*. Collective security, with contributions from other nations, will continue as a central theme of U.S. global strategy.

"The allied coalition in the Gulf war may be a harbinger of tomorrow's security arrangements, complementing longstanding treaties, such as NATO," Kelso wrote in the April 1991 issue of *Seapower* magazine. "We must heighten our emphasis on operations and training with the forces of many nations, both to improve coordination with them and to maintain our own expertise in likely operating areas."

As the Navy embraces the opportunity to downsize in response to the decreased threat of superpower conflict, the U.S. defense strategy still must address the growing number of countries acquiring sophisticated military capabilities, including weapons of mass destruction and the means to target them over great distances.

More than 14 non-NATO/non-Warsaw Pact countries now possess offensive chemical weapons capabilities, and at least six countries are working on biological capabilities. These and other countries could continue to benefit from nations that serve as major exporters of military equipment.

"Although the world has changed dramatically in recent months, it is

clear that global stability has not yet been achieved," Kelso wrote in *Seapower*. "Ambitious national leaders, loose alliances and ideological organizations bent on upheaval or conquests will continue to threaten the interests of the United States and our allies around the world."

While the possibility of global confrontation has diminished, the world is still a volatile place, most recently proven by the Iraqi invasion of Kuwait. With this reality, certain strategies are constant for the armed forces: defend the United States, its people and their interests around the globe; contribute to a global environment of international trade and improving economic conditions; promote political stability; and foster individual freedom and self-determination. All these strategies are inexorably dependent upon freedom of the seas — for commerce, defense and open passage to link with America's overseas allies — the Navy-Marine Corps team's primary mission.

In addition to maintaining warfighting capabilities and playing a major role in contingency operations, the maritime forces increasingly will be called upon to perform such missions as deterrence presence, humanitarian assistance, disaster relief, counternarcotics operations and peacekeeping. These roles complicate deployment patterns previously required by the Cold War, but Navy leaders insist that reduced U.S-Soviet tensions will allow greater freedom in shifting forces among theaters to respond to world events.

"Meeting our presence requirements with fewer assets means new patterns in length and location of deployments, as well as in the composition of carrier battle groups and amphibious ready groups," Kelso added. "Reduced superpower friction enables us to change the traditional configuration of naval forces and to shape our combat punch to specific missions and expected threats."

Kelso explained that the diminished threat of a global war at sea will allow flexibility in the makeup of carrier battle groups and amphibious ready groups. Smaller battle groups composed of advanced cruisers, destroyers and amphibious ships entering the fleet through the end of this century will equip the Navy to maintain simultaneous peacetime presence while offering the ability to respond rapidly to larger crises. The strategic deployment of combined naval assets would continue to empower national leaders to send a large strike force to a crisis anywhere in a relatively short period of time.

While force levels scale down, efforts to maintain the Navy's technological edge will continue to meet the demands of the 21st century. Stealth and counter-stealth research, fiber optics, improved weapons seekers, unmanned vehicles, high-speed computers and advanced command and control systems are just a few of the areas Navy research and development will continue to exploit during the next five years. These high-tech advantages, coupled with state-of-the-art weapons systems and less-complex forms of striking firepower, will give shipboard warfighters a wide variety of capabilities to meet the diverse challenges of the future.

The way ahead into the 1990s will include maintaining the Navy's position as the most modern and capable naval force in the world today. That course will include planning to ensure the force for the next decade is affordable while defense funding diminishes, and that future replacements of ships and aircraft will be capable of performing their required missions.

A top priority of Navy leaders is the quality of life and high morale of Navy people. No matter the challenge, the foundation on which maritime strength is built is the sailor. Highly-trained professionals will be necessary for the Navy of the 1990s, and realistic training will serve as a force multiplier in the future. Total Quality Leadership will improve efficiency and adequate time for maintenance will ensure continued capability in the maritime forces.

"Our sailors and Marines must continue to have confidence in their ships, their equipment and their shipmates," Garrett, Kelso and Gray wrote.

The leaders reemphasized their commitment to sailors and Marines steaming the course of the future, asserting that OpTempo/PersTempo goals and sea/shore rotation policies, proven effective over the past 10 years, will be maintained in the smaller Navy of the 1990s to minimize family separation and keep educated, motivated and disciplined men and women in the ranks.

"Our people remain the strong foundation upon which our maritime strength is built," they wrote. "We must operate our force in a way that provides our sailors and Marines a decent, realistic quality of life."

With the diminished prospect of global war between NATO and the now-dead Warsaw Pact, the only constant in the Navy's future is change; change to keep America involved in the international arena and keep ahead of the shifting global scenario in an era delicately balanced on the precipice of peace — peace that will depend greatly on the Navy-Marine Corps team.

"While the international security environment, the nature of our alliances, and the size of our force all will change in the future, geography will not," Kelso wrote. "Our challenge is to make sound and thoughtful decisions that will enable future generations of Navy leaders to maintain maritime superiority in the face of a rapidly changing world."□

Bartlett is a staff writer for All Hands. *Allen is a photojournalist for* All Hands.

Photo by Dave Fraker

Navy women: ready for the '90s

Study group checks women's progress.

Story by JOCS Robert C. Rucker

Darkness cloaks the muffled voices as the bus approaches the main gate at Recruit Training Center Great Lakes, Ill. As the bus grinds to a halt, its doors swing open, and 60 bleary-eyed young women shuffle off. Suddenly a woman's voice pierces the night, barking orders to the drowsy recruits. They react quickly, forming rows and columns by planting their shoes in painted footprints.

Wait a second. . . . Was that a woman company commander with women recruits at Great Lakes? It could be a scene from the Navy's future with men and women working with and for each other from the day they enter boot camp until the day they're piped over the side.

This is only one of the many changes that could come from the Navy Women's Study Group's effort to further the progress of women in the Navy.

"I can say, unequivocally, the Navy has made progress in the employment opportunities for women since 1987," said RADM Roberta L. Hazard, who chaired the group. "We've made progress, but we've got a ways to go."

The study group, convened last November at the direction of the Secretary of the Navy and the Chief of Naval Operations, took what Hazard termed a "temperature check" to determine how well the Navy was implementing recommendations of the 1987 study on the progress of women in the Navy. From that check came a series of recommendations on how to improve women's opportunities and clarify previously unclear policies and procedures.

The group consisted of "26 very experienced people, both officer and enlisted, male and female, representing different warfare communities, general unrestricted line, restricted line and staff corps," according to Hazard. During the 10-week study, the group conducted

more than 4,000 surveys and 2,700 interviews of Navy men and women from 160 commands in 23 geographic locations worldwide.

"They talked with more than 250 commanding officers," Hazard explained, "including afloat commands having a mixed-gender population; middle management, concentrating on command master chiefs and department heads; and support people, like lawyers, doctors and family service center folks. Most important were the 2,700 men and women, about 50 percent of each, interviewed in the field to assess how they felt about things and how they perceived the progress of women or lack thereof."

In addition to conducting the interviews, the group consulted the results of prior surveys that were relevant — surveys focusing on topics ranging from quality-of-life issues to those measuring how people felt, in general, about the Navy.

"From these sources we drew conclusions based on fact or significant perceptions," Hazard said. "Then we came up with more than 150 recommendations, more than one third in the area of quality of life alone.

"One of the very revealing things we found from our survey was that men and women felt exactly the same about quality-of-life issues," Hazard said. "Housing is as significant a factor for women in the Navy as it is for men, as is child care and medical care. Our finding, importantly, was that progress has been made since 1987."

CAPT Richard S. Parodi, who headed the group's West Coast and Pacific travel team, agreed. "The sense in WestPac was overall improvement in just about all areas on all fronts. The really important point was the perception that the Navy was dedicated to solving the problems and doing something about them. That was totally supported by all hands."

And the progress, particularly in women's assignments, has been significant, according to Hazard. "We've opened up 21 of 24 combat logistics force ships to officers, with 118 officers now on board. More than 600 enlisted women are serving on 15 of those 24 ships, and by the end of the year, we are going to have both officer and enlisted women on each one of those 24 ships," Hazard said. "That opening has really made a significant difference in getting more enlisted women to sea, increasing their opportunity and giving them the kind of rounded-out experience that men also realize when they go to sea. We also opened VQ 1 and 2, and that has made a significant difference to our aviators as well."

Photo by Dave Fraker

Opportunities for women in the Navy have expanded over the years into previously male-dominated areas.

The group recommended a platform-by-platform review of all Navy units and their missions to determine the possibility of assigning women to additional ships and squadrons. "We suggested that the secretary start with 'amphibs' and look at mine countermeasures, both ships and helos and hydrofoils," Hazard said. "Those were just the starting points. We believe every new platform should be looked at in terms of women. If it is possible to assign women based on the mission of the ship, we should make provisions for berthing and sanitation facilities up front. Enough of this retrofitting. Let's be smart about this."

All present indications point to a smaller Navy in the future that may affect the number of ships to which women can be assigned. "There was a real concern about the affect of force reduction on both men and women," the admiral acknowledged. "Clearly some of the reduction is coming out of the support force. Right now we are looking at decommissioning five oilers and eight or nine tenders or repair ships and shifting seven combat stores ships to the Military Sealift Command. That will clearly impact the assignment opportunity for women at sea, potentially involving about 500 women officers and 4,000 enlisted women's billets overall. That is why we urged the platform-by-platform review."

In addition to reviewing specific issues on career paths and assignments, the study group addressed tough issues including sexual assault and rape. "Rape, in this country, is increasing at a rate four times greater than other violent crimes," Hazard said. "That's alarming. It's also alarming that our campuses in this country are reflecting the same trend. The problem in the Navy is not nearly that big, but it has emerged.

"We faced up to that fact, looked at it hard and made some recommendations. We need to develop a policy with a clearer definition of sexual assault and rape. Then, very importantly, we need to develop a victim's assistance program that is standardized across the Navy. We found some stellar victim's assistance programs in existence, with both Orlando and Naval Training Center San Diego being the leaders in this arena. But we need to standardize it throughout the Navy."

There was also an awareness of improvement and addressal of the sexual harassment problem, Hazard said. "Based on our feedback, at least 66 percent of the population said that

Photo by JO3 Cyndi Reilly

Women entering non-traditional fields in the Navy have an increased chance at upward mobility.

the Navy is trying to resolve the issue and is taking action to do so."

CAPT Bill Dell, coordinator of the study, echoed the admiral's opinion. "There is a consensus in the fleet," Dell said. "There is a team effort, a close-working coordination between the women and the men. I saw no indications of backsliding or anything along those lines."

While the group found no areas of deterioration from the 1987 study, one subject was singled out as not having made significant progress — fraternization. "It [fraternization] was not a huge problem in 1987, and we found it not to be a huge problem today," Hazard said. "But we had hoped that issuance of a policy statement back in 1988 would have clarified what we meant by fraternization. Unfortunately, we didn't give any specific examples in the policy statement, and I don't think we clarified it for our young people." As a result, the group recommended further clarification of the Navy's policy to include incorporating specific examples in the policy statement.

Implementation of the group's recommendations will do more than clarify terms and statements, however. It will impact directly on sailors' personal growth from the moment they enter basic training.

"At the very foundation of our recommendations is the fact that we need to enhance the understanding of and commitment to personal responsibility for both men and women," Hazard said, "especially for those just coming in the Navy. Sailors need to develop a mutual respect for each other in a professional environment and understand their personal accountability. This is a new emphasis that will help all sailors.

"Currently, at [Recruit Training Center] Orlando there is co-located training, not integrated training. We found that even though men and women share some of the classrooms, there is very little communication and not much emphasis within that environment on getting women to work with men on tasks. They need to develop their ability to work together in a professional environment.

"We've recommended developing a pilot program at Orlando that lays out a curriculum to develop greater mutual understanding, professional awareness and professional respect within the boot camp environment. Once developed and working, we made the recommendation that the Navy consider merging the training of men and women at each of the [recruit training] sites. This way you start out building the professional relationships, learning how to form them and how to establish the essential teamwork and mutual respect that should then be easier to carry over into the workplace."

Once out of the training environment and in the fleet, Navy women show "tremendous comparability" in retention and performance, according to Hazard. But women could better their advancement potential by getting out of traditional jobs.

"You have to get them into the sea-intensive, non-traditional arenas where there is better upward mobility," Hazard said. "We saw a migration of more than 3,000 women in the three years between 1987 and 1990 into the non-traditional. As a result, advancement of enlisted personnel is improving. However, fleet input of women into 'A' schools indicates 59 percent of women still go into traditional ratings while 30 percent are entering non-traditional ones."

Hazard's advice to all sailors, both men and women, is to "go into sea-intensive specialties if you really want to optimize your success. The Navy is a highly technical organization. Women are going to have to be more flexible and develop new interests."

Encouraging to the group was the recruiting command's greater emphasis on sending women through job opportunity basic skills programs. JOBS training teaches fundamentals many women don't have, such as familiarity with tools. "As a prelude to 'A' school," Hazard said, "that is a great facilitator of success in both 'A' schools and the fleet."

Overall, Hazard and the group were encouraged by the progress they found, both by women and by the integration of women within the Navy. "Eighty-three percent of our ratings are open to women right now. Those that are closed are sea-intensive aboard combatants. With no change in the [combat exclusion] law in the offing, this will continue to drive what is open to women."

"We've already grown by leaps and bounds," said Master Chief Air Traffic Controller (AW) Babette White. "And we've got leaps and bounds to go. Sure, it's going to take time, but we're doing it — one step at a time."

"This study found a lot right with the Navy, and we can be proud of that," said Chief of Naval Personnel VADM Mike Boorda. "But we can do even better. The goal is to allow all Navy members to contribute all that they can contribute . . . and to make life better for all Navy people." □

Rucker is assistant editor of All Hands.

Highlights of study group's recommendations

Assignment policies

—Consider the experiences of Operations *Desert Shield* and *Desert Storm* in forming the Navy's position on the combat exclusion law (Title 10 U.S. Code, Section 6015) for the decade of the 1990s and beyond.

—Resolve existing guidance inconsistencies between DoD and Navy policy regarding the removal of women from permanent assignments in time of conflict, and regarding application of risk rules which govern the ships and aircraft to which women may be assigned. Once policy is reconciled, conduct a review of each type of Navy ship to ensure assignment opportunity agrees with the guidance and is not unduly restrictive.

Improve career opportunities for enlisted women

—Initiate further actions to improve career guidance and upward mobility for enlisted women. Encourage the movement of junior enlisted women into non-traditional skills where they can have optimal career progression and access to sea duty.

—Ensure senior enlisted women, previously denied access to shipboard duty due to billet or berthing unavailability, are provided increased access to sea duty and are provided appropriate training en route.

Improve career opportunities for women officers

—Enhance career opportunities for general unrestricted line officers by providing a proportional increased allocation of 0-5 command billets, and by giving them more opportunities for leadership and technical training at key career intervals.

—After reviewing assignment policies, expand the assignment opportunities of women surface warfare and aviation officers as feasible.

—Ensure that proposed force reductions protect the proportional quantity and quality of their assignment opportunities.

—Optimize the temporary duty opportunities for women in aviation and in restricted line and staff corps communities.

—Increase the emphasis on unrestricted line assignments for women graduates of the U.S. Naval Academy.

Photo by JO3 Cyndi Reilly

Sexual harassment

—Continue to strongly emphasize the unacceptability of sexual harassment, which demeans both the victim and the perpetrator and undermines teamwork and professionalism.

—Improve sexual harassment training to accomplish behavioral changes.

—Improve reporting, enforcement and tracking procedures.

Sexual assault and rape

—Create a Navywide, high-quality victim assistance program for victims of sexual assault and rape.

—Increase training of junior personnel regarding rape prevention, as well as personal responsibility.

—Increase command attention to change environmental conditions that can prompt sexual assault and rape, including excessive alcohol consumption, poor lighting and inadequate physical security.

Quality of life

—Pursue increased appropriated funding for child care, family housing, bachelor quarters and morale, welfare and recreation programs to respond to the concerns and needs of Navy men and women, especially more junior personnel.

Pregnancy

—Improve the quality and quantity of behavioral change-oriented training for junior men and women, focusing on personal awareness, responsibility and accountability for their personal lives and Navy obligations.

—Continue to monitor the effect pregnancies have on commands.

Building professional acceptance through teamwork

—Develop a pilot program for recruit training that teaches women and men how to work together in teams and fosters mutual, professional respect.

—Consider integrating boot camps and implementing the validated pilot program at all Navy recruit training commands.

—Apply the Navy's Total Quality Leadership program efforts to creating personal respect for all members of the Navy and to team building/team success in the workplace.

Fraternization

—Clarify policy's definition of fraternization and improve training. □

Photo by Marine Sgt. Ayala

Operation *Eastern Exit*

Sailors and Marines rescue civilians from the war-torn country of Somalia.

Story by JO2 Adam S. Bashaw, photos by PHAA Michael C. Shull

Just days prior to the start of the ground war in the Middle East, sailors on board the amphibious ships USS *Guam* (LPH 9) and USS *Trenton* (LPD 14) were diverted from their duties off the coast of Oman in the North Arabian Sea to support another urgent mission.

Crew members assisted in Operation *Eastern Exit* — a daring night helicopter evacuation of 281 people from the war-torn country of Somalia on the eastern shore of Africa Jan. 5-6.

Among those rescued from the U.S. Embassy in the capital city of Mogadishu were 12 heads of diplomatic missions; eight ambassadors, including the Soviet Ambassador to Somalia; 38 Soviet nationals; and individuals from 31 different countries including the United States, Kuwait, Turkey, Nigeria, Kenya, Sudan, Germany, the United Kingdom, Oman and Qatar. The Navy-Marine Corps evacuation forces provided the last chance of escape from the country's massive civil conflict for these personnel.

For the first three days of the uprising in Mogadishu, the staff of the Soviet Embassy could not see any fighting. However, at the same time, arrangements were being made between the United States and the Soviet Union to have many foreigners evacuated by U.S. Marines and transported to Muscat, Oman, on board *Guam* and *Trenton*.

Friction between the Somali government and the rebels had been ongoing for a number of years — with the crisis dating back to the 1970s. Tension heightened two-and-a-half years ago when there was an armed insurgency in the northern part of the country. In the past year, various anti-government groups took arms against the government in the northern, central and southern parts of the country.

"Somalia is a country of rumors," said Soviet Ambassador Vladimir

Korneev. "It was virtually impossible to get any accurate indications [of a true status of the country] during this difficult situation. We had a feeling that the government was on the verge of being overthrown; but when that would take place was hard to predict."

When *Guam* was tasked to conduct Operation *Eastern Exit*, her crew members participated in a practice drill using 50 volunteers to simulate evacuees. The Aircraft Intermediate Maintenance Department, using traditional "Blue Jacket" ingenuity, rigged hanging bunks in their shops so they could turn their berthing compartment over to the female evacuees.

At the same time, to make room for the visitors, Marines and medical department personnel left the medical overflow berthing and moved to surge berthing and other available racks throughout the ship. The officers dispersed throughout the ship to make room for embassy staff, the ambassadors, their wives and families.

The operation was conducted in two phases. With tensions rising around the sealed off U.S. Embassy, security forces were deployed by two CH-53E *Super Stallion* helicopters, which lifted off *Guam*'s flight deck at 3:45 a.m., Jan. 5. The Marine Heavy Helicopter Squadron 461 crew had to fly 400 nautical miles one way. This meant refueling twice while en route in darkness. C-130s from Fixed Wing Marine Aerial Refueling Transport Squadron 252 provided refueling capability.

The helicopters landed at 7:03 a.m. on the U.S. Embassy grounds with 60 Marines on board, who quickly evacuated 60 of the 281 civilians.

The second stage of Operation *Eastern Exit* began at 11:40 p.m., when 10 CH-46 helicopters departed *Guam*'s flight deck — five from Marine Medium Helicopter Transport Squadron 365 and five from HMM 263. Both squadrons had been embarked in *Guam* since she onloaded Marines in Morehead City, N.C., Aug. 20, 1990, in support of Operation *Desert Shield*. The helos shuttled between the embassy and *Guam* until all civilians had been evacuated and all security forces extracted.

"To my knowledge, this is the first real-time scenario of doing a landing and extraction using night vision goggle equipment," said Marine Lt. Col. R.J. Wallace, commanding officer of HMM 263 and mission commander for the operation.

"The need for security forces was evident upon our arrival," said Col. Robert McAleer, who was on the scene at the embassy. "Sporadic gunfire was all around us throughout our time ashore. We had some situations that could have gotten out of control, but we remained calm and kept our composure, thus avoiding any confrontations."

All personnel evacuated from the embassy were initially brought aboard *Guam*, where they were examined by the ship's medical staff. During the administrative check-in, the ship's food services division kept a steady supply of coffee, milk, soup and sandwiches available for the embarkees, sailors and Marines. Later, 69 of the evacuees were flown to *Trenton* for berthing accommodations.

"There were two wounded individuals brought aboard ship," said Dr.

Left: The first group of evacuees from Somalia disembark a CH-53 *Sea Stallion* helo upon reaching safety aboard *Guam*. Below: A throng of civilians gathers in *Guam*'s hangar bay before in-processing begins.

Eastern Exit

LI2 Mike McManus checks in U.S. Embassy staffer Jim Maher following his evacuation.

(CAPT) Carl Klingelberger, deployed to *Guam* from Naval Hospital San Diego. "One female had gunshot wounds to the abdomen and right thigh. A man had lacerations to his forehead and both lower legs."

"My people are very grateful to *Guam*'s crew and the embarked Marines," said Korneev. "It was most impressive how it was executed in such a clockwork style. I visited with the Soviets on board *Guam* and *Trenton*, and they have asked me to convey their profound thanks for how they've been treated during this operation on both ships. They were highly impressed by the personal kindness and consideration extended to us by the Americans," Korneev said. "It seems that the American sailors and Marines are eager to help those who are in trouble.

"This [evacuation of Soviet staff] was a great testament to the growing cooperation and friendship between the United States and the Soviet Union," Korneev continued. "This is a sign of the improved relations between our two countries and how the world is changing very rapidly."

Guam's new Soviet friends were also concerned for the safety of the men who would soon return to the Middle East in support of Operation *Desert Shield*.

"Our people, especially the women, enjoyed how kind and considerate the Americans have been," Korneev said. "During this trip, we have come to know Americans better, and we like them."

Korneev extended his government's thanks on the rescue operation during a speech on *Guam*.

"Although this operation is small in the world, the importance of the cooperation between our governments grows stronger with the test of time," Korneev said. "We are on the right track of mankind taking a new road. I wish you continued success in all your operations."

Personnel evacuated from Mogadishu had to leave behind their personal possessions — homes, cars, etc., — in a hurry. The U.S. Embassy Public Affairs Officer Karen Aguilar was at a New Year's Eve party when hostilities broke out in the area.

"We made a dash across the street to the [U.S.] embassy in an armored vehicle, then sealed up the gates. Meanwhile, armed vehicles drove up and down the street," Aguilar said. "We were pinned down and couldn't safely leave the embassy again. In fact, most of us never got out until we were rescued."

For the next five to six days, the hostilites outside seemed to get worse, said Aguilar, who only moved to the country 90 days before. The ports, airports and other routes of escape were blocked. Many staffers trapped inside the embassy were aware that their homes were being looted, coinciding with the terror lurking right outside the gates.

"There was shooting and shelling throughout each day," she said. "When they [foreign populations] saw the Marine helicopters land, they tried to get to the U.S. Embassy, including the Russian ambassador." Aguilar said that many risked being hit by bullets and being caught in explosions while dashing for the now-protected embassy — their only means of escape.

"We never did get back to our houses," said Aguilar, who hopes to soon return to her job in Mogadishu. "We left with the clothes on our backs. We lost everything — our wedding photographs, wedding rings, family things. Ten minutes after we left the embassy, those people [anti-government forces] poured over the walls, and completely tore it [the embassy] apart and burned many of its buildings down. There's nothing left intact — and no one has gone back."

Aguilar knew there was tension in the area when she accepted the assignment to Mogadishu. "But we had never seen a situation that went that bad, that fast," she said, "and I've been through two coups already." But she, like the rest of the evacuees, had nothing but praise for U.S. servicemen who made them feel at home on board *Guam* for six days.

"They treated us fabulously," she said, "and the treatment we got on the ship was so conducive to healing. There was so much spiritual and emotional warmth and support. They cared for us physically."

Aguilar feels that sailors of *Desert Shield* saved her life, and in a small way, wanted to repay the favor. Upon her return to the states, she asked to work at the Pentagon's DoD public affairs office in Washington, D.C., in support of Operation *Desert Storm*.

"They [crew members] were wonderful to us," she said, "tremendously American in their leadership style. Instead of snapping orders and being authoritarian, they radiated responsibility and trust. It was a great thing for a civilian to see a military operation from the inside." □

Bashaw and Shull are assigned to the public affairs office, USS Guam *(LPH 9). JO1 Price of* All Hands *contributed to this story.*

Grateful exit

Evacuation offers a new life for newborns

Story by JO1 C.I. Hunsuck III and JOC G. Scott Mohr

On board USS *Guam* (LPH 9) one could expect to see and hear a number of sounds: the milling around of civilians talking of their experiences; the voices of women; the sounds of engines driving the ship through the water; the hum of electrical machinery; and the low hiss of ventilation. But the cry of a newborn baby was something entirely new and different.

That sound, which became sweet music to the ears of *Guam*'s crew, came from Abrahim Mohammed Ahmed Musallem Abograin — the ship's newest member.

The parents of the 7-pound, 13-ounce baby boy, were among the 281 people extracted from the besieged city of Mogadishu. Abrahim was born on board the vessel Jan. 10, 1991, at 2:40 a.m., to Mohammed Ahmed Musallem Abograin and Vmalhusain Khairallah of Sudan.

"The doctors came to me and told me I was the proud father of a beautiful new baby boy," said Abograin. "I want to thank the American Navy for helping us leave Somalia, and for the healthy birth of my son. Your Navy has taken good care of us since we arrived, and your doctors have taken good care of my wife and new son. For this, I thank all of you."

The delivery, by Caesarean section, was performed by CAPT (Dr.) Carl Klingelberger, CDR (Dr.) Jon Mason, nurse LTJG Richard W. Johnson and members of *Guam*'s medical team and Battalion Services Support Group 4.

"It was nice to see the end results of our labor: a healthy baby and happy parents. It's quite a unique experience to deliver a baby while in the North Arabian Sea," said Klingelberger.

"We were lucky the water was as calm as it was during the birth. A rough sea could have made problems for us," said Mason. "The smooth water was a blessing, as we were working in a confined space."

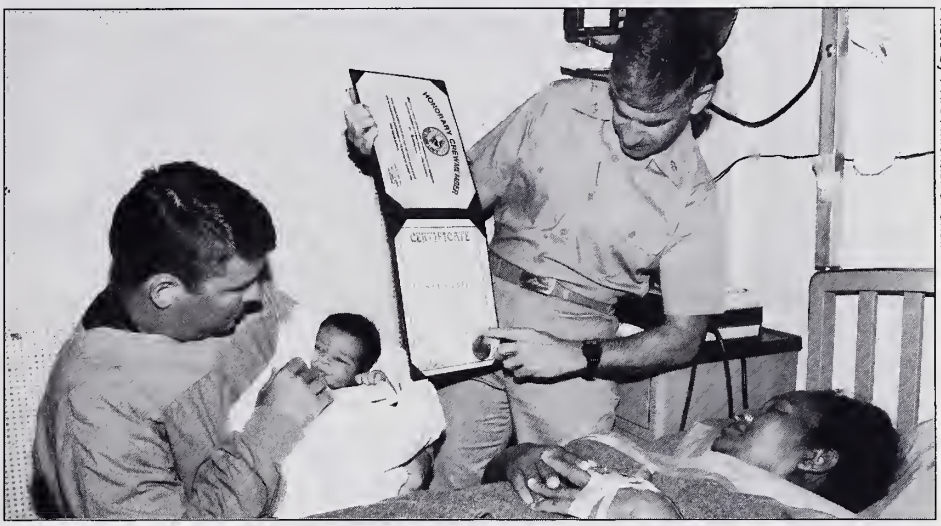


Photo by PHAA Michael S. Shull

CDR Mason (left) entertains newly-born Abrahim while CAPT Klingelberger displays Abrahim Abograin's special birth certificate.

"By performing this operation we have shown that *Guam* is prepared to handle any sort of emergency that comes up," added Johnson. "I never thought I would be part of a birth on board a ship at sea. We did it, and all of us, including mother and child, came through with flying colors."

Newborn Abrahim was one of many youngsters on board *Guam*, with parents who took them on a daring escape from their war-torn country. But another tiny evacuee, Mary Lynda, had no parents to rescue her — only some loving friends. Right now, she's orphaned.

"Hopefully, not for long, though," said Karen Rugh, a nurse at the U.S. Embassy in Mogadishu, and also an evacuee. "We're hoping that someone from the staff will adopt her. There are people who want to, but the decision has not been made."

The only peculiar thing about Mary may be her clothing. Besides disposable diapers, her everyday dress consists of "I survived Mogadishu, Somalia" T-shirts.

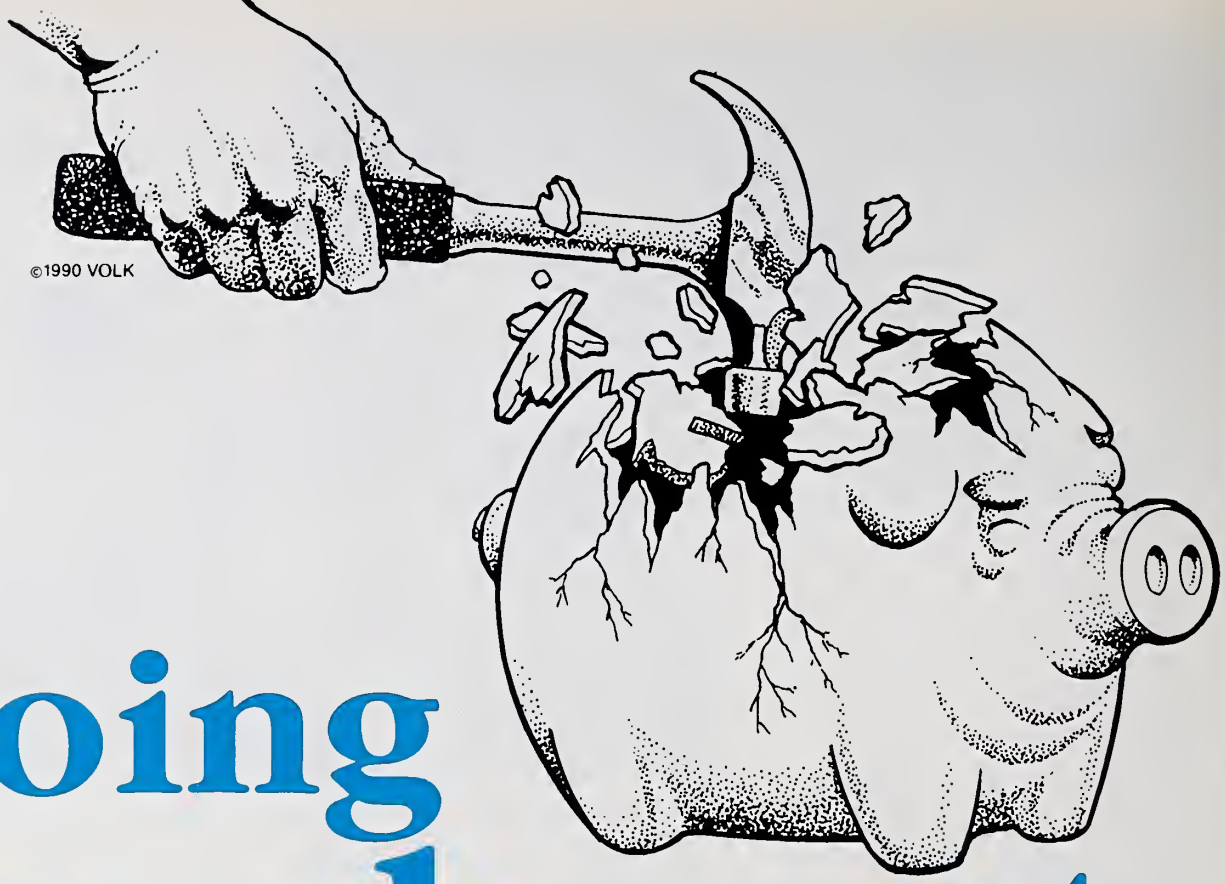
According to Rugh, Mary was left at the embassy in late December by Catholic nuns from the Benedair Hospital in Mogadishu. The mother was unable to provide proper care; and due to cultural difficulties for single women with children, left her at the hospital.

When asked how the baby got her name, Rugh said, "We estimate that she was born somewhere around Christmas; hence the name Mary was given to her. Her middle name comes from Lynda Walker, secretary for the U.S. ambassador. She's [Lynda's] a good person, and *I* wouldn't mind being named after Lynda [myself]."

"I consider Mary Lynda as God's gift to the American Embassy," said Lynda Walker. "When all of our children were evacuated at Christmas, He gave us a child to care for and to help take our minds off missing our own children."

"Being confined to the embassy compound for seven days prior to evacuation," Rugh said, "and being kept awake by exploding bombs, rifle and machine gun fire — Mary was one thing that gave the embassy staff hope. She was our shining star — our gift from God." □

Hunsuck and Mohr are assigned to USS Guam (LPH 9) public affairs office.



Going bankrupt

Kissing your troubles goodbye or embracing new ones?

Story by JO1 Melissa Wood Lefler and JO1 Steve Orr

In today's material-oriented society, the pressure is on to impress with ownership. The lure of expensive homes, sports cars and high-tech electronics is often powerful enough to drive many Americans deep into debt each year — sailors included. In extreme cases, the debt becomes unmanageable, and there appears to be only one way out — declaring bankruptcy.

For some, filing for bankruptcy seems, on the surface, to be a viable solution to their financial woes. But the currents beneath can be deceptive and swift, often creating additional problems rather than solving existing ones.

"Unfortunately, I think people view [bankruptcy] as an easy way out of their budget troubles," said Navy attorney CAPT Stephen Rose, formerly the force judge advocate for Commander Naval Air Force Atlantic and now assigned to a policy planning billet at the Pentagon. In 1989, while still working at the Navy Legal Service Office in Norfolk, Rose spearheaded a ComNavAirLant study of Navy people who filed bankruptcy in the Hampton Roads area of Virginia.

"People who file bankruptcy petitions usually don't stop to think of the broader consequences," Rose continued. "It's like a pebble dropped into a pond. The ripples touch shore in places most people just don't think about, and if too many pebbles are thrown in the pond, the pond is bound to overflow."

Senior Navy officials like Rose share a grave concern for the financial well-being of sailors and their families. Unfortunately, some sailors have lost homes, cars, security clearances, promotion recommendations and other

hard-won achievements after filing for bankruptcy because of financial mismanagement and indebtedness. In one Norfolk-area command last year, a married petty officer first class with children lost his home, car and some of his furniture in bankruptcy court — the sum total of almost 20 years of hard work — just a few months before the man's scheduled retirement from the Navy.

For many people, sailors included, bankruptcy is not a dodge or a ploy, but an honest effort to mend the family finances. Yet, often hidden among the financial acrobatics that ultimately lead to a day in bankruptcy court are unpleasant truths about themselves that most people find hard to face honestly. Money management experts agree that many folks who file bankruptcy petitions really wouldn't have to — if they were only willing to scale down their spending habits enough to pay off their creditors.

One goal of the 1989 ComNavAirLant study was to figure out how the bankruptcy rate for Navy households compared to the local civilian population.

"We didn't know what we were going to find when we started looking into this," remembered Rose. "We were concerned the data would be skewed toward the military, but that was not the case. The military bankruptcy rate in this area was almost exactly the same as the civilian percentage — and the same was true for the San Diego area."

This means the military rate is no better nor worse than the civilian population, but it should be noted that every sailor filing for bankruptcy has a job and a steady income which is not necessarily true of all civilians filing for bankruptcy.

The current recession, its resulting tighter credit, layoffs and the highest unemployment figures in nearly 10 years, have had a predictable effect on the number of bankruptcies filed. For example, in the Hampton Roads area of Virginia where the largest number of Navy families live, 1990 was a bumper year for areawide bankruptcies, with a 25 percent increase from 1989. Nationwide, the number of bankruptcies doubled since 1985; in the Hampton Roads area, the bankruptcy rate tripled in the same time period.

To prevent the tragedies bankruptcy can bring to sailors and their families, command financial specialists such as Chief Aviation Support Equipment Technician Calvin Jackson of Naval Air Station Norfolk work hard to prevent Navy people from falling into the money pit.

Some always do fall in, despite all educational efforts to the contrary. And when they do, Jackson tailors an individual plan of action to help the sailor climb out. To date, a Jackson plan has never included bankruptcy proceedings.

"I don't counsel people to file for bankruptcy; I have always advised against it," said Jackson. "Although it is a legitimate and legal way to deal with financial problems, I try to talk people out of bankruptcy because of the long-lasting effects it will have on their lives."

One long-term result of bankruptcy has to do with what goes in a person's credit report. Most credit reporting agencies carry the record of bankruptcy for 10 years. However, the prevailing belief that credit is impossible to get after filing bankruptcy isn't always true.

The catch is, the kind of credit available after bankruptcy is usually the kind that people who are serious about getting smart about their money wouldn't want, Jackson points out.

"After bankruptcy, people are often stuck with high-interest loans from the loan sharks who will loan money, but at a very high price," Jackson said. "There are creditors out there who will loan you money the same day the bankruptcy goes through, but the interest rates are usually so high — 30 percent or more — that the people who take out these loans are headed down the same road in no time."

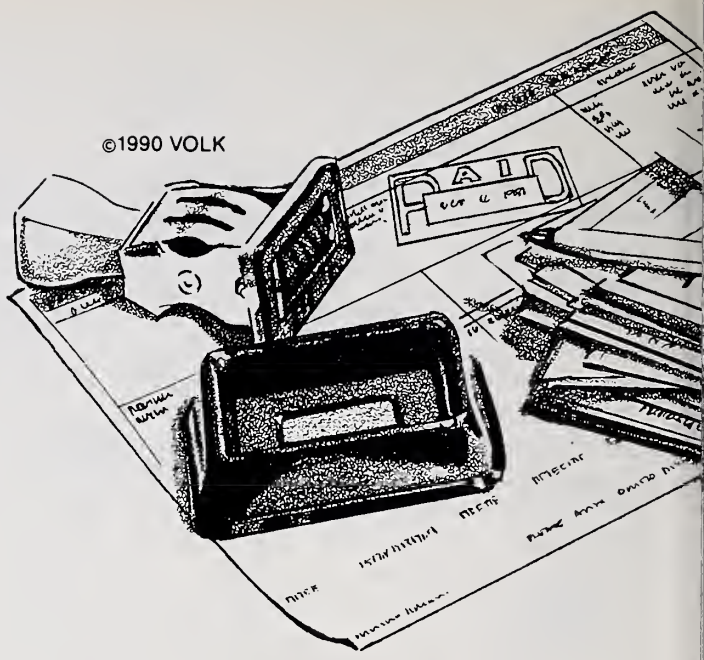
In his two years of full-time counseling for NAS Norfolk, Jackson knows of only half a dozen sailors who have filed for bankruptcy. Of these six cases, he has counseled three people, who had all paid civilian lawyers to file bankruptcy petitions before they came to him for financial advice.

"One case of financial hardship was due to divorce, and the other was mainly because of medical bills. The third was simply a case of financial irresponsibility — a person who had no concept of reality when dealing with money," Jackson recollected. "The week after his bankruptcy petition went through, that sailor, an E-5, hired a very expensive limousine complete with champagne for a birthday ride for his wife." Jackson predicts, with no satisfaction, that if he meets this individual in six more years, the sailor will probably be filing bankruptcy again.

"He hasn't learned anything about changing his spending and living habits," Jackson concluded. "He likes luxuries, and he has convinced himself that he deserves them and can afford them."

Even the two sailors, one beset with medical bills and the other with a messy divorce, wouldn't have had to file for bankruptcy, if they had a savings plan and had lived within that plan for all the years that went before, Jackson believes. "Although these two men wouldn't have normally had to file for bankruptcy, if they hadn't been irresponsible, the bankruptcies could have been avoided. The emergencies they found themselves facing wouldn't have broken their bank accounts if they had been more careful about their savings and their debts."

Rose echoed the point that bankruptcy and financial ruin rarely come about because of one or two financial



crises. "It's a slow-motion crash — they've been headed for doom for a long time," he said. "That comes through loud and clear if you read between the lines of the petitions."

According to the ComNavAirLant study, which attempted to profile the "typical" Navy and Marine Corps personal bankruptcy petitioner, E-5s and E-6s appear to be in the Navy's highest risk group for bankruptcies.

According to these findings, second and first class petty officers accounted for more than two-thirds of total Navy bankruptcies filed during 1989 in Hampton Roads. And of the total number of Navy people who filed in the Hampton Roads area, more than 75 percent were married. Seven out of 10 had children. Nine out of 10 sailors who filed for bankruptcy in 1989 lived in civilian housing, and more than half those were renters, not homeowners. Only 11 percent of the bankruptcy petitioners lived in government quarters.

In a seminar presented in January 1990 to Norfolk-area command financial specialists and Navy Family Service Center counselors, Rose found this particular statistic to be revealing. "Even when Navy housing is available many sailors choose to rent in the civilian market — and often at a cost well beyond their combined quarters allowance and variable housing allowance. Over time, that monthly rent can be a budget killer," Rose said.

Finally, the report concluded that "E-5 and E-6 personnel may be at a particularly vulnerable point in . . . financial life."

Further, the combination of "reliable income and easy access to credit is more than many can manage," according to this analysis.

Certainly the figures would support this assessment. In the upside-down financial world of the Navy bankruptcy petitioner, the average total assets equaled about $38,000, while the average individual debt was almost twice that much, or more than $63,000. This deficit often didn't reflect car or house payments, which are exempted under some types of bankruptcies.

Aside from those carrying enormous debts, Navy members resort to bankruptcy too quickly, the study concluded. In the opinion of the Navy lawyers who put the ComNavAirLant study together, more than one-third of Navy bankruptcies filed and granted in 1989 were unnecessary.

In this tendency to throw in the towel too soon, as in the overall filing of bankruptcies, the Navy is no different than the civilian community at large. Newspaper advertisements, which promote bankruptcies at cheap rates, often encourage this trend, touting bankruptcy as a way to be free from debt, or to obtain a better credit rating.

"Salesmen and real estate agents know that once you've filed bankruptcy, you can't do it again for at least seven years, so they feel safer about extending you credit because you can't just write it off again for seven years," was the naive, but serious, explanation of one Norfolk-area Navy chief petty officer. Unfortunately, this chief was wrong.

The Virginia Tidewater Retail Merchants' Association — a local credit bureau — cautions against such misleading and mistaken rationalizations. "Beware of deceptive (bankruptcy) advertisements . . . that promise better credit ratings," the association warns. "Most of these are designed so that consumers may decide to rush into bankruptcy as the only solution to their financial problems. No matter what anyone tells you, even if it's an attorney, bankruptcy will not improve your credit rating or make credit easier to obtain."

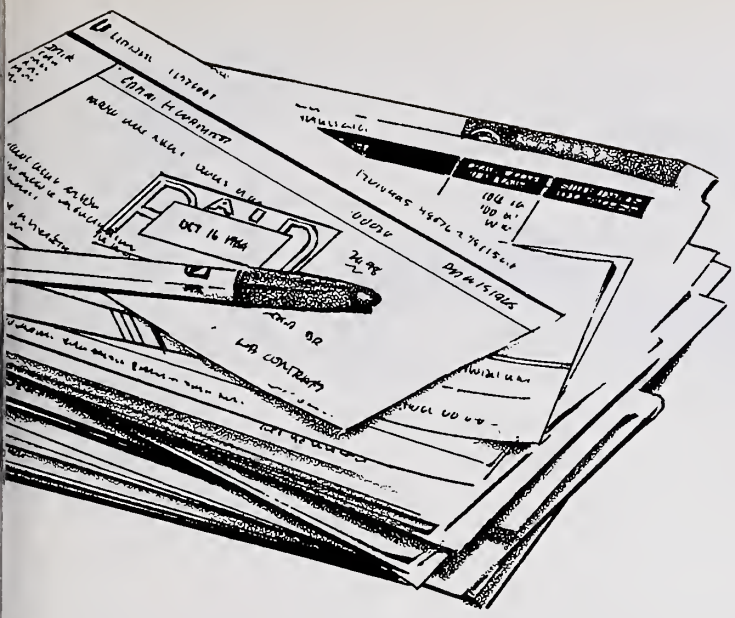
Debera Frick Conlon, assistant U.S. trustee for the Eastern Virginia District Court, also commented on "inexpensive" bankruptcy advertisements found in the classified sections of newspapers. "You get what you pay for," Conlon said. "Some (lawyers) will do a bankruptcy for $200, and you get about $200 worth of service from them."

While Conlon noted that personal bankruptcy judgments have become easier to obtain in recent years, granting a petition of bankruptcy is not automatic. Bankruptcy judges still exercise the right to deny a petition, especially if it appears to be a "painless" write-off of debts an individual doesn't feel like paying.

An executive officer at a Norfolk area command recalled a situation where a sailor decided that bankruptcy was the solution to his fiscal woes, only to learn that the court disagreed.

"The guy had too many unpaid bills, and creditors began to call the command and write letters," the naval officer recalled. "In questioning him about the letters and phone calls, we learned that he had filed for bankruptcy.

"Our initial reaction was, 'Okay, well, anyone can declare bankruptcy — it's a legal right,' " the lieutenant



commander continued. "To help this guy out in the future, we sent him to the Family Services Center for counseling. The financial counselors there worked out a budget for him that he agreed to." Later, it was discovered that the sailor had been less than forthright about the number and extent of his bills during the counseling session, so the budget was meaningless and the time spent drawing it up, wasted.

The sailor and his active-duty wife had filed for Chapter 7 bankruptcy, a type of bankruptcy which dismisses all unsecured debts, except for certain debts such as federal student loans, owed taxes, child support or alimony payments, to name a few.

"They owed less than $10,000, total," he recounted. "Certainly, it wasn't more than they could have paid off if they had tried."

The judge agreed. He told the couple that they made far too much money between them to just dismiss their debts. The bankruptcy petition was denied. The unhappy sailor appealed that decision, but the appeal was also denied. Meanwhile, during this process, the sailor's creditors were put on hold for months, and could take, by law, no action against him to collect the money owed them. However, once the process was complete, the debts and the obligation to pay still existed.

Although filing bankruptcy is legal, and a civil right, the *Naval Military Personnel Manual*, in the section dealing with indebtedness and fiscal responsibility, directs commands to make a full report of circumstances connected to a bankruptcy petition or discharge of bankruptcy of any member of their command. This information is turned over to DoD for rulings on security clearances granted to Navy people. Even if a sailor does not have or need a security clearance at the time the bankruptcy is filed, the information is put on file, in case a clearance is applied for in the future.

Filing bankruptcy doesn't necessarily mean that a security clearance will be pulled or denied.

"We are aware that people who are having financial troubles could be security risks because they may be open to ways to make more money," said a Bureau of Naval Personnel official, "although that is certainly not true in all cases." The official explained that the pattern of financial irresponsibility or irresponsible indebtedness is what determines whether a clearance is pulled or denied. "If bankruptcy is due to circumstances beyond the member's control, such as an ex-spouse taking revenge, it won't be held against him or her," the official said. And, there is an appeal process available.

People with top secret clearances would do well to be forthcoming about bankruptcies or bankruptcy petitions. "Top secret clearances are thoroughly investigated and reviewed every five years," the official said. "Part of that process is running a credit check on the person. If there is a bankruptcy, it's going to be discovered, and they will certainly lose their clearance if they have lied about financial difficulties on their questionnaires."

However, since no directive instructs individual sailors that they must tell their commands if they file bankruptcy, officials at BuPers admit that not all bankruptcies filed by all Navy people are reported to them.

"The commands can't know about every single bankruptcy, because many people are afraid of the impact of bankruptcy on their naval careers, so they don't tell anyone," said a BuPers official. "Then, there's the guy that's the 4.0 sailor who has never been in any trouble before — chances are he might not get reported — even if the command knew he filed."

One former command financial specialist had actually filed for bankruptcy himself a few years earlier. He disclosed that he had not informed his command. "I didn't think it was anything they needed to know, because my wife and I certainly learned our lesson," he explained, adding that he was concerned that the information might adversely affect his evaluations and promotion chances.

"We completely turned our lives around after the bankruptcy and we own a house now," he added. "All our bills are paid on time."

Additionally, the sailor believed his experience made him a much better advisor to other people having financial difficulties. "I knew what they were feeling because I'd been there, and I also could encourage them that they could turn it around because I did it," he said.

The NavMilPersMan also reads that a discharge of bankruptcy doesn't give a member immunity from prosecution by the Navy for failure to pay debts committed to prior to the bankruptcy petition. However, legal officers and command financial specialists agree that prosecution, or court-martial for financial misconduct is rare. "You have to prove intent to deceive or evade the debts, and

that could be extremely difficult to prove, unless you have something in writing that indicates that the person didn't intend to pay the bill from the beginning," said one military attorney.

Administrative discharge for indebtedness, however, is a real possibility. Administrative boards may result in "misconduct discharge," and can be held at the commanding officer's discretion. However, this measure, too, is reserved for cases of gross negligence or willful irresponsibility.

"It (administrative discharge) can't be for minor indebtedness," said the executive officer, whose command considered administratively discharging the sailor who had failed to acquire his desired bankruptcy. "At some point you are forced to determine that the individual is financially irresponsible — there is nothing further you can do.

"This guy was an outstanding worker, he was bright and articulate, and seemed willing to change. That made people want to keep giving him chances. He had a succession of division officers, but the proper documentation (concerning the financial problems) was lacking for a long time. Each new division officer or division chief probably thought, 'Well, maybe my predecessor didn't take the time to properly counsel this guy.'

"Eventually, though, we realized that this person doesn't utilize any logic in figuring out how he's going to pay for the stuff he gets on credit. He thinks he can go through life not paying the bills and nobody will care. He'll pay it if he happens to have the money, but if he doesn't, he won't."

Even so, recommending a discharge is not something that a command views with relish, he said. "I don't like doing this; you hate it when you're forced to."

Jackson, of NAS Norfolk, feels that most Navy commands are fair to people who have financial problems and provide them with counseling, only resorting to extreme measures, such as administratively discharging a sailor for indebtedness, in extreme cases, when the person shows that they have no willingness to learn to handle their financial problems.

"People shouldn't be afraid to come to the financial counselors with their problems, because they are afraid it will hurt their careers," Jackson said. "Not coming — that's what will hurt them in the long run. My command bends over backwards to give a second chance to anyone who is sincere about solving his or her financial problems."

The serious repercussions that Navy people can face after filing bankruptcy, including possibly not being eligible to screen for overseas duty, are the reasons why Jackson pushes so hard to convince the people he counsels not to file. "If the person is willing to make sacrifices and tighten their belt for a while, I can usually talk the creditors into working with them," he declared.

For career Navy people, there is certainly more at stake than an adverse credit rating. "The sooner they come to see me, the better," Jackson advises.

The Norfolk executive officer said he wholeheartedly supports the Navy's command financial specialist program and encourages counseling, recognizing that most sailors in financial trouble are not die-hard cases, like the sailor he recommended for a misconduct discharge.

"I believe if a person is a good worker, the Navy has a requirement, and a responsibility, to try to help dig them out of the hole once — they deserve one chance, as long as they are truthful with you. If someone is lying, however — doesn't bring in all the bills, etc. — forget it. It's never going to work."

Sometimes it can work. In the case of the sailor and his wife who learned their lesson after a sobering day in bankruptcy court, the experience left them feeling ashamed of the past and determined to do better in the future. They know that recovery from bankruptcy is possible.

Bankruptcy doesn't mean there is no chance for a manageable financial future. However, recovery from bankruptcy presents many difficulties.

"The fact that a bankruptcy remains on your credit files for up to 10 years has, in the past made it extremely difficult to re-establish credit," said Conlon.

In the meantime, those who have a bankruptcy on their credit files must make a major change in the way they manage their finances. Whether recovering from a Chapter 7 bankruptcy (usually a complete elimination of non-secured debt) or a Chapter 13 bankruptcy (some creditors are paid a portion of what's owed to them out of earned wages), interim budgets must be set up using only cash.

"Implementing a cash-only lifestyle after living on credit is a big adjustment," she said. "After all, we are living in a 'credit-and-carry' society. But it can be done."

A recent trend, perhaps due to the rising number of bankruptcies, is for merchants and creditors to consider the financial situation of those who have filed for bankruptcy more than two years ago, who appear to now have their situation in order. Creditors seem to be more willing to help such a person re-establish limited credit, Conlon feels. In addition, some creditors do distinguish between the types of bankruptcy filed, she added. "They tend to look more favorably on those who are working to pay off their debts through Chapter 13, than on those whose debts are wiped clean."

In any case, "When you're living on a cash-only basis for a couple of years, you tend to learn to manage your finances a little more carefully," she summed up.

If that lesson of money management is not learned, the future is bleak indeed, as Jackson has seen. "If a person who has been through bankruptcy once doesn't develop a completely new way of thinking about money," he cautions, "focusing on needs rather than wants, focusing on saving rather than spending, refiling for bankruptcy is just a matter of time." □

Lefler and Orr are assigned to NIRA Det. 4, Norfolk.

What the regs say about indebtedness

Story by JO1 Steve Orr

While it is true that indebtedness and bankruptcy are unfortunate facts of life, it is also true that the Navy takes the financial problems of its people very seriously.

Indebtedness — the failure to pay just debts — is covered under General Article 134 of the Uniform Code of Military Justice, which addresses actions which can bring discredit to the uniformed services.

According to the *Manual for Courts-Martial* (United States), for a service man to be placed on report for indebtedness, it must be shown:

- That the accused did, in fact, incur a debt of a certain sum;
- That the debt was due and payable on a certain date;
- That the accused intentionally failed to pay the debt when it became due and payable;
- The actions of the accused were contrary to good order and discipline or brought discredit to the armed forces.

Further, the courts-martial manual reads that the failure to pay "must be characterized by deceit, evasion, false promises" or any other specific circumstance that indicates deliberate intention not to pay the debt.

The maximum punishment for the deliberate failure to pay just debts under the UCMJ is a bad conduct discharge, the forfeiture of all pay and allowances and confinement for six months.

Another source of guidance in dealing with the financial problems of Navy personnel is the *Naval Military Personnel Manual*. In Article 6210140, "Indebtedness and Financial Responsibility of Members," the NavMilPersMan reads:

- Members of the Navy are expected to pay their just debts in a timely manner;
- The Navy's policy is to encourage thriftiness and responsible financial management among its members in such a manner as to reflect credit upon the service;
- Commanding officers must ensure that their personnel are aware of NavMilPersMan provisions. Commanding officers must also make counselors available to assist crew members with their financial problems.

Financial irresponsibility, according to the NavMilPersMan, can threaten a service member's security clearance status, advancement status, future duty assignments, reenlistments and extensions and can even be used as grounds for disciplinary actions or administrative discharges.

The manual also notes that although the Navy "neither discourages or encourages the filing of a petition in bankruptcy," the Navy takes seriously any circumstances leading to bankruptcy proceedings. Commanding officers are instructed to submit a report to the Bureau of Naval Personnel explaining the circumstances whenever any member of their command files a petition of bankruptcy, is discharged of debt obligation or is placed on the Wage Earners' Plan. □

Orr is assigned to NIRA Det. 4, Norfolk.

The Navy's in its PRIME

Eliminating plastics disposal at sea

Story by JO1 Sherri E. Bashore, photos by PH1 Janice Gaines

Ever since the Marine Plastic Pollution Research and Control Act of 1987 swept through Congress, the Navy has been working hard on several fronts to reduce the amount of plastics loaded aboard ships and disposed of at sea.

In fact, the Navy is playing a leading role in solving this pollution problem which kills thousands of marine mammals, sea turtles, fish and sea birds each year.

According to the MPPRCA, which implements Annex V of the International Convention for the Prevention of Pollution from Ships, the Navy has until 1994 to eliminate plastics disposal at sea. But rather than wait for the compliance deadline, the Navy, in the autumn of 1987, immediately swung into action. A high powered multi-disciplined team was formed to formulate a program and guide the plan that would reduce the amount of plastics discharged at sea as quickly as possible.

The team is composed of personnel from the Chief of Naval Operations environmental protection division, Naval Sea Systems Command, David Taylor Naval Research Center, Naval Supply Center and Commander in Chief Atlantic Fleet. The plan featured two objectives — to develop and install new equipment aboard ships to process solid and plastic waste (compactors, pulpers and plastic processors) and to reduce the amount of plastics supplied to ships. This latter effort is known as Plastics Removal in Marine Environment or PRIME.

For the past two years USS *Lexington* (AVT 16), homeported in Pensacola, Fla., has been the Navy's PRIME research and development ship.

"*Lexington* was selected for the [PRIME] pilot program for a number of reasons," said LT Charlotte O'Brien, food services officer. "We wanted to do it, and we have the space for storage of new gear."

SN Larry L. Brown does his part for the environment aboard *Lexington* by tossing plastic waste into a green can labeled with red letters.

The experimental phase of the program is complete. Now, the lessons learned by *Lexington*'s crew will form the basis of the Navy's program to eliminate plastics disposal at sea.

"We have established how the program is going to run," said O'Brien. "We have plastics control petty officers in every division. They are the overseers who make sure their people are educated in the trash sorting system," she said.

"There are two types of plastics — food-contaminated and non-food-contaminated. Non-food-contaminated plastic stays in everyone's space. It's put in a 'plastics only' container in each office." Food-contaminated plastic, such as plastic wrap found on meats and some vegetables, has to be handled differently. "It's separated and brought to trash and garbage rooms," said O'Brien.

Lexington has three such rooms, one for each mess on board — a luxury not available on every ship due to space limitations and crew size. The rooms are scrubbed down at least once a day to combat odor and germs.

With the lack of space and the extended time most ships stay out at sea, a "20/3 rule" is in effect.

"If it's non-food-contaminated plastic, current Navy policy requires holding it on board for 20 days," explained O'Brien. "If it is food-contaminated plastic, policy requires that it be held for the last three days of a deployment." In the event the storage of plastics compromises the ship's mission, health of the crew or presents a fire hazard, it can be dumped.

Limited storage space for plastic waste can present a major problem for a ship at sea, so *Lexington*'s crew tested three commercially available trash compactors. The compactor helps manage plastic stored aboard ship by reducing bulky plastics into stackable blocks. The compactor's most important benefit is that it also compresses glass, metal, loose paper and cardboard, but not accumulated food waste, into slugs with a density greater than sea water so that it will sink when discharged.

According to O'Brien, *Lexington* tested a waste pulper that was developed by the David Taylor Research Center. It operates on saltwater like a large garbage grinder

AN Cameron Haller and AN Brenda Williams load a plastics compactor which compresses waste into bricks for recycling purposes.

reducing paper, cardboard and bulk food to a pulp which is discarded overboard in a neutral or negatively bouyant slurry.

"We call it the 'goat.' It 'eats' [grinds] paper and food into [a substance that] looks like oatmeal, which is pumped over the side. It runs day or night, including during flight operations," said O'Brien.

In the past, trash could not be put over the side during flight ops to avoid damaging jet engines. Use of a waste pulper is a tremendous step forward for aircraft and helicopter carriers. It is an excellent labor-saving device that eliminates degradable waste at sea, freeing people to concentrate on other duties.

"The ship would hold 'sweepers' all day and have to hold that trash on station," O'Brien said. "Finally, at 0-dark-30 when the squadrons quit flying, the word was passed over the 1MC — 'pump and dump, the fantail is now open.' Designated personnel would get out of their racks and throw their trash overboard. It was the only opportunity they had."

With the pulper, mulched waste is continually pumped over the side. That's a big advantage according to O'Brien, in terms of fire prevention and health maintenance standards. Initially, the waste pulper will only be installed on larger ships because current smaller surface combatants don't have the required space.

Future plans include installation of plastic waste processors aboard surface ships. David Taylor Research Center is evaluating a way to heat and compress plastic waste into bricks. This process reduces storage and odor problems by reducing the volume of plastic more than 30-to-1 and sanitizes food-contaminated plastic waste.

The hardest part of setting up the recycling and sorting program is changing people's habits and attitudes. Airman Cameron Haller, one of the most junior people assigned as a plastics control petty officer aboard *Lexington*, was a key player in promoting PRIME.

"My division officer really wanted me to get into it and make up a theme, so I became the 'V-6 trash sortee.' I had to correct people who have been here a while, and I was only an E-1 [at the beginning of the program,]" said Haller. "I caught 'a ration' when the program first started, but I was just doing my job. With all you hear about the environment, this is a small part, but I am actually doing something about it."

AN Brenda Williams, who is temporarily assigned to *Lexington*'s mess deck, doesn't mind supervising the trash sorting effort.

"We really need to get wiser on how we throw our trash away," she said. "Some people say it's a real pain in the neck, but it's not hard. When I see someone not separating their plastic on the mess decks, I yell at them," Williams said with a giggle. "But, sometimes people have other things on their mind and just throw it [plastic] anywhere, so you just have to watch and remind them."

Another large aspect of PRIME not readily visible is the supply angle — the ordering of non-plastic items. The Naval Supply Center at Naval Air Station Pensacola, Fla., services East and Gulf Coast facilities as well as overseas. NSC provides everything from paper clips to jet engine parts for its customers. When ordering paper clips, what do they come in? — usually a plastic bag.

"We're telling manufacturers and companies to put their product in something other than plastic and ship it to us," said Cecil McLeod, NSC occupational health and safety officer. "Control is the key. I take a very strong stand that manufacturers should be directed to come up with substitute products for plastics, or we don't want their product."

"It shows people that there is a return value to all of this. ... a cost-effective way to get that return is a problem."

According to McLeod, one item that can be used instead of plastic in a lot of cases, has been right under our noses for years — the "jiffy mailer" or padded paper bags.

"They are reusable, recyclable and they come in various sizes," McLeod said. "You can ship things in them, and they can be used as document protectors. They are one of the key items to get rid of a lot of plastic. Best of all, they are in the supply system."

In this plastic age, consumers are used to seeing through plastic packaging. But, according to McLeod, people tolerate buying items in paper bags realizing that this is an environmental impact of plastics. "Some people still tear into the packages [to see the product they are buying]," said McLeod, "but they are accepting paper packaging real well." If items purchased are packaged in plastic, Servmart cashiers give people the option of taking the supplies out of plastic wrappers and leaving the waste in the store. Plastics collected at NSC are fed into *Lexington*'s recycling program.

Besides controlling what plastic is received and what goes out of the supply center, manufacturers need to be reprogrammed and taught a new way of doing business. "We need to educate our manufacturers about what our needs are now, and what they will be down the road," said Sharon Randle, NSC public affairs officer. "They need to look for new ways to meet those needs. We realize it may not be something they can do overnight."

Phasing out plastic packaging at the supply level will take some time. General Services Administration and Defense Logistics Agency are still filling requisitions with what they have in stock. "They have bundles and bundles of things that are already in plastic and they may or may not ship it to us, but the government already owns it," said McLeod. "Companies need to 'get on board' and cooperate, because plastic is on its way out."

Until existing supply system stock is purged and companies are willing to change their current packaging practices, or new sources are found and specifications changed, NSC Pensacola is also stripping plastics.

The removal of plastic from the supplies taken to *Lexington* may take anywhere from an hour-and-a-half to two hours out of an eight-hour day. "We taught [NSC] people about what had to be done. The extra time involved is well worth it for the environment," said McLeod.

One of the major contributors to plastic disposal problems is stretch wrap. "It's the greatest thing since sliced bread because you can tie it together; it secures, protects materials and you can see through it," McLeod said. However, if stretch wrap is disposed of at sea it could wind up suffocating marine mammals which are dying by the thousands due to discarded plastic waste in the ocean. Good substitutes like reusable containers need to be found.

NSC has tested commercially manufactured, reusable supply carriers (tri-walls) to protect and load supplies on *Lexington*. The carriers are made of compressed cardboard and are about half the size of a dumpster. Once supplies are taken out of their plastic wrap or other containers by NSC personnel, they are placed inside the tri-walls and taken to the ship. The result is less plastic going aboard ship, less plastic having to be stored and less waste in the ocean.

Another major problem is food packaging. "There are certain items that are required to be wrapped in plastic. The Army Research Development and Engineering Center, Natick, Mass., is dealing with that problem — and it is a major problem," said McLeod. "For instance, [with] milk bladders, there is no known substitute. That is where plastic processors aboard ship will come into play."

Lexington and supply center personnel have been participating in a waste plastic recycling feasibility study and are beginning to see the results of their toil and labor. "We have a picnic area with benches that are made from recycled plastic," said Randle. "It shows people that there is a return value to all this. But trying to find a cost-effective way to get that return value is a problem."

The Navy has a great diversity of plastic within its system. It's difficult to find a recycling plant that is willing to take and sort the varieties of plastic waste. One recycling process involves combining melted down plastic with sawdust and making wooden-looking boards. Two other companies participating in the program used only waste plastics to produce benches, car stops and picnic tables. However, not all plastics can be recycled with today's technology, and moisture sometimes presents a problem.

Once port cities get involved in recycling plastic and have plants with the proper equipment to handle the waste, the PRIME program will become even more economically feasible and successful Navywide. □

Bashore is a staff writer for All Hands. *Gaines is assigned to USS* Lexington *(AVT 16).*

Plastics KILL

Story by Pat A. Swift

Photo by Jo Scordino

Marine life is threatened by man's disregard for the environment.

America's addiction to plastic is causing a disproportionate amount of marine life to die at an alarming rate. Physical entanglement and ingestion of plastics may be the leading causes of death to thousands of marine life each year, according to Jill Zilligen, spokeswoman at the Center for Marine Conservation.

"Plastic bags, six-pack rings, fishing lines, ropes, fishing nets, light sticks, strapping bands and tampon applicators are the types of plastic items that cause the most harm to marine life," Zilligen said.

Plastics may be any color of the rainbow or as clear as crystal. They may have the hardness of metal or the softness of silk. Because of their light weight, strength and durability, plastics are used to make a variety of products. These same qualities make the disposal of plastics a real problem. When dumped at sea, most plastic items float. Many marine animals then confuse the plastic items with food — a potentially fatal mistake. Ingested plastics can cause internal injury, intestinal blockage, suffocation and starvation.

According to CMC statistics, an estimated 30,000 seals die each year from entanglement alone. They often stick their heads through round plastic objects and get stuck, cutting off their ability to breath and making it difficult or impossible for them to eat.

Birds not only become entangled in plastics such as six-pack rings and fishing line, they also collect plastic trash for nesting materials. Adult birds sometimes feed their young plastic pellets, mistaking the trash for small fish eggs. When ingested, some types of plastics provide the animals with a false sense of fullness, and they eventually die of starvation.

Sea turtles sometime mistake floating plastic bags and sheeting for jellyfish, and whales have been found to have up to 50 plastic bags in their stomachs.

More than a decade ago, the National Academy of Sciences estimated oceangoing vessels discard 14 billion pounds of trash, including plastics, each year. Although plastics are nontoxic, most are not biodegradable and can linger in a marine environment for hundreds of years.

During World War I and World War II, shortages of raw materials led to further advancements in plastics. Manufacturers use plastics extensively to protect and tighten fabric wing coverings for aircraft, to package foods and to make specific types of equipment.

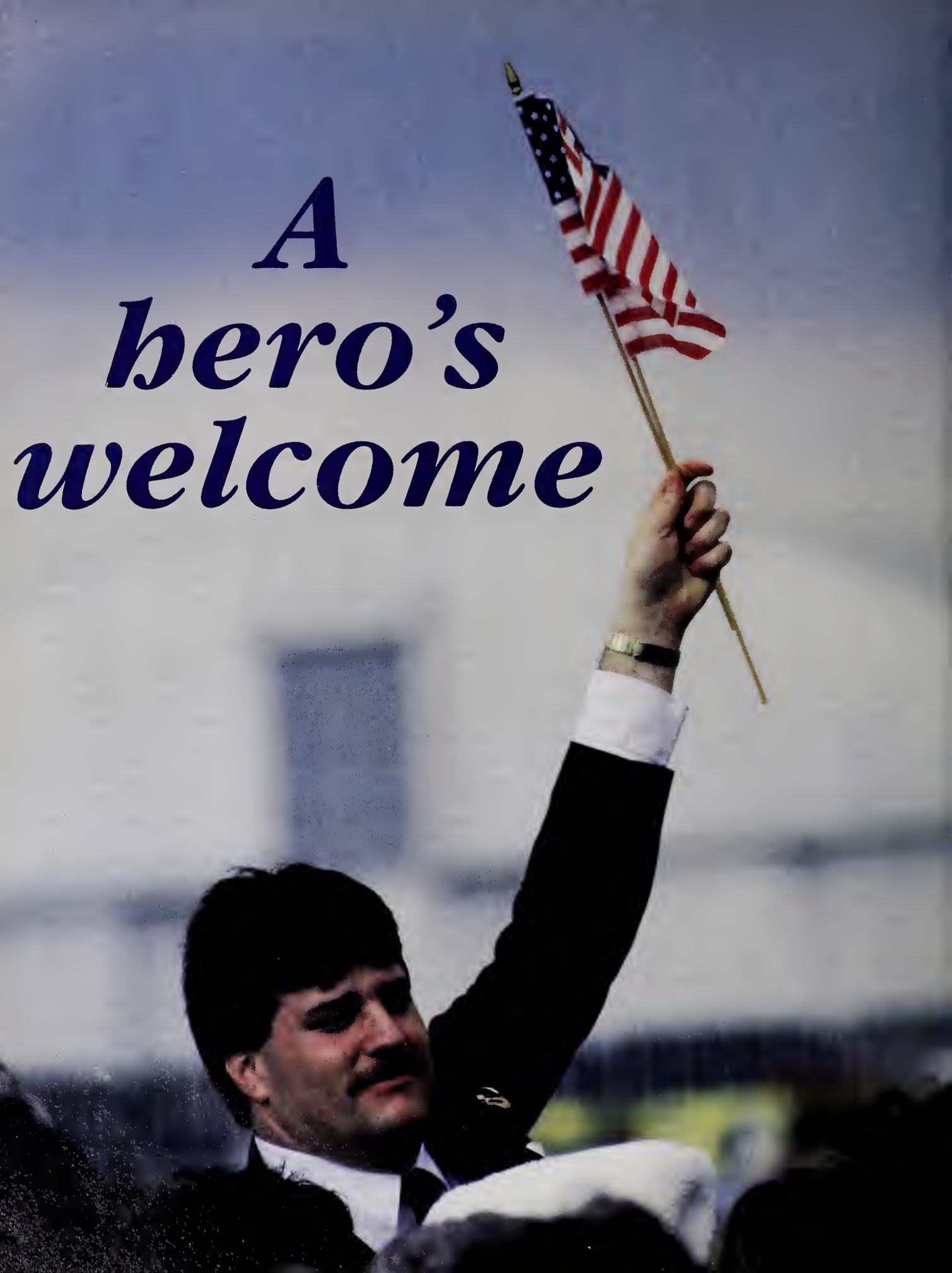
According to Zilligen, while the demand for plastics is high, many approaches have been taken to help combat the dangers associated with marine life. Educating the public about plastics, forging international agreements, encouraging industry to use degradables and recyclables and passing federal legislation are all initiatives being taken to help resolve the problem.

Navy requirements affect the Navy's shipboard plastics and solid waste disposal practices. The Marine Plastic Pollution Research and Control Act of 1987, in conjunction with the Plastic Removal in Marine Environment Program, assists the Navy in complying with international and federal regulations aimed to eliminate plastics disposal at sea. The initiatives establish specific laws and mandates certain studies of plastics pollution and compliance reports by federal agencies. Each year the Navy and all federal agencies must report to Congress on the extent of compliance with the acts.

Zilligen said Annex V of the Protocol of 1978, or MARPOL, relating to the International Convention for the Prevention of Pollution from ships, makes it illegal for any vessel to dump plastic trash and solid waste in the ocean or navigable waters in the United States. Limitations were also set on the dumping of other types of trash. The new law affects not only ships and small boats, but tankers, platforms and crew boats, commercial fishing boats, marinas, private docks and fish processing facilities. Violators caught dumping will be fined up to $25,000.

Zilligen added, "All boats 26 feet and longer are required to display the MARPOL placard which outlines the rules and regulations that must be adhered to. Perhaps if all the laws are abided by, 10 years from now, everyone will still be able to see marine life in and on our oceans and beaches, and enjoy them." □

Swift is a staff writer for All Hands.


A
hero's
welcome

Clockwise, from far left: A family member tearfully welcomes home the former POWs at Andrews Air Force Base, Md. LT Robert Wetzel waves to the crowd as he departs the homecoming ceremony. Chairman of the Joint Chiefs of Staff Army Gen. Colin Powell renders a salute to the returning heroes. Secretary of Defense Dick Cheney and Powell are the first to greet the former POWs upon their return to America.

Story by JO1 Sherri E. Bashore
photos by PH1(AC) Scott M. Allen

It was patriotism at its highest. People held banners of red, white and blue reading "Welcome Home" and "Heroes." Yellow ribbons adorned both man and machine. Thousands of well-wishers lined the tarmac's fence at Andrews Air Force Base, Md., March 10, waving American flags and shouting cheers of support.

Above: Former POW Marine Lt. Col. Clifford Acree receives a warm welcome home hug and kiss from his wife. Left: Hundreds of flags waved in the air when the POWs returned to American soil.

They were awaiting the arrival of flight "Freedom 01" which carried the 21 American POWs of Operation *Desert Storm* back home, to the land of the free.

Secretary of Defense Dick Cheney and Chairman of the Joint Chiefs of Staff Army Gen. Colin Powell met former prisoners of war as they deplaned, while family members, friends and others in attendance looked on.

Chants of "U-S-A" filled the air as Cheney approached the podium.

"All of us share an overwhelming sense of pride in your personal courage and military accomplishments," Cheney said. "Your country is opening its arms to greet you. In this rare moment in the life of our nation, let me speak for all Americans who thank you and all your fellow soldiers, sailors, airmen and Marines for a job well done."

Air Force Col. David W. Eberly, the senior member of the returning prisoners, addressed the crowd as sprinkles of rain mixed with tears of joy.

" 'Someday' finally came, and we're glad to be home," Eberly said. "I am proud to report the conduct during captivity of the ladies and gentlemen beside me has been without question. Their sense of honor and duty to country were beyond reproach . . . but you need to know that those who waited, also served."

Eberly heightened the day's event by walking across the tarmac toward the crowd. He shared hugs and handshakes with some of those who came to witness the group's return.

A private gathering for the POWs and their families followed the ceremony at an unannounced location.

One Navy pilot and two naval flight officers were among the 21 POWs who returned: LT Robert Wetzel, an A-6 *Intruder* pilot with Attack Squadron 35 based at Naval Air Station Oceana, Va.; LT Jeffrey N. Zaun, a bombadier-navigator also attached to VA 35; and LT Lawrence R. Slade, an F-14 *Tomcat* radar intercept officer with Fighter Squadron 103, based at NAS Oceana.

After reunions with friends and family, the three Navy and five Marine Corps returnees were taken to National Naval Medical Center, Bethesda, Md., for examinations and any required treatment.

All three naval aviators were embarked aboard USS *Saratoga* (CV 60) during Operation *Desert Storm*. Wetzel and Zaun were shot down during the first air strike. Slade and his pilot, LT Devon Jones, successfully ejected from their crippled *Tomcat* Jan. 21. Jones was rescued by allied forces approximately one mile

Above: Army Spec. Troy A. Dunlap is reunited with his wife and holds their baby for the first time after returning to the United States. Right: Air Force Capt. William F. Andrews shares a special moment with his son.

from where Slade landed.

During a March 14 press conference from NNMC Bethesda, Zaun, Slade, and five Marine Corps aviators, answered questions from the press. Wetzel, at the time of the conference, was undergoing medical treatment. The seven men gave details of their capture and treatment during captivity.

All agreed that the greatest loss was that of their freedom. According to Marine Lt. Col. Clifford M. Acree, no matter what type of training the aviators received, they were never fully prepared to surrender their freedom. Marine Capt. Russell A.C. Sandborn said, "love of family and faith in God" were the two key ingredients for survival.

"About 90 percent of the time you felt you were in danger of losing your life," said Zaun. "I thanked God that if He didn't take my life, at least He gave me a chance to get a little closer to Him."

Zaun described how he and Wetzel ejected from their *Intruder* and landed near Iraqi ground positions. Zaun said he stayed close to Wetzel who had suffered shoulder injuries. They knew it was only a matter of time before they would be captured by Iraqi troops.

After their capture, the two were separated. Wetzel was taken to a hospital for medical treatment, and Zaun said he was taken by security forces for the "standard interrogation syllabus."

He said he was "slapped around" during the interrogation and told he *would* make a video tape. The Iraqis informed him exactly what questions

Above: Secretary of Defense Dick Cheney welcomes the former POWs home. Below and right: Andrews Air Force Base, Md., was filled with hundreds of family members, friends and other patriotic civilians honoring the homecoming POWs.

he would be asked, and what answers he would give.

Zaun said he believed that Americans who viewed the tape would never think he voluntarily appeared on camera. "I had enough faith in Americans to know that anyone who saw this, was going to say, 'That's ridiculous.' "

Slade said he felt his appearance on video "would show the folks back home that I was alive." But he added, "I didn't have a choice."

The last stop on the road to freedom from Iraq for the three former Navy POWs happened March 21. A cheering crowd of nearly 5,000 waved American flags welcoming them home to NAS Oceana, the home base for the squadrons in which they serve.

There, the three naval aviators were greeted by Secretary of the Navy H. Lawrence Garrett III, Chief of Naval Operations ADM Frank B. Kelso II, Commander in Chief U.S. Atlantic Fleet ADM Paul D. Miller and Virginia Beach Mayor Meyera Oberndorf.

"These officers symbolize the hundreds of thousands of young American men and women who served with pride and distinction in Southwest Asia," Kelso said. "Facing a ruthless enemy, they were courageous, determined and honorable. Despite brutality, privation and fear, they persevered. ... They are Amer-

Above left: LT Jeffrey N. Zaun waves to the crowd as he departs Andrews Air Force Base. Above: Well-wisher's vehicles greet returning POWs with messages of love. Left: A relative embraces a former POW upon his arrival.

ica's heroes."

Garrett said that Zaun, Wetzel and Slade represented the sacrifices made by all who served in *Desert Storm*, and that America's prayers for their safe return were now answered.

"These men know better than anyone the value of freedom," Garrett said, "for in defending ours, they sacrificed their own."

Following the remarks, Garrett and Kelso pinned the Prisoner of War Medal, Purple Heart and the National Defense Service Medal on the chest of each of the returning heroes. □

Bashore is a staff writer for All Hands.
Allen is a photojournalist for All Hands.

Photo by PH2(AC) Mark Kettenhofen

Photo by PH2(AC) Mark Kettenhofen

Top right: A "human flag" participant shows her spirit at a rally Feb. 2 in a show of support for troops in the Gulf. Top left: Patriotic colors were not confined to flags alone. Above: Beside the human flag, a handmade sign symbolized the crowd's view.

Old Glory lives

Story by JO1(SW) Gregg L. Snaza

When Congress approved the use of force in the Middle East in early January, Americans faced the reality that short of a miracle, war in the Gulf region was inevitable.

Those in support of the war would see it fought by forces of freedom on behalf of those no longer free. Also at stake was the nation's ability to rally behind the ideals upon which democracy is founded. These ideals are as important as the sailors, soldiers, airmen, Marines, planes, troop transports and bombs.

How did Americans respond to the challenges of war? All around the country thousands came together to show support for their neighbors and friends, as well as their relatives who fought in the Gulf. Nowhere was this more evident than in the home of the nation's largest naval base, Hampton Roads, Va., which produced the nation's largest living flag Feb. 2.

Photo by PH2(AC) Mark Kettenhofen

Photo by Johnny Bivera

Photo by Lyle Trenchard

Top: More than 3,500 Hampton Roads, Va., residents gathered together with red, white and blue cardboard to form the "human flag." Left: Flags waved within the crowd of more than 40,000 well-wishers as American spirits soared "as high as the sky." Above: National media attention was drawn to Virginia Beach for a view of "Old Glory" coming to life.

"It started as a dream," said Tommy Griffiths, one half of the morning radio duo for station WNOR, Norfolk. "We wanted to do something that would be remembered — something that would show the troops how many people supported them."

The idea of a "human flag" captured the spirit of the entire Tidewater community, as more than 40,000 people gathered at Mount Trashmore Park, Virginia Beach, Va., to help bring the morning duo's dream to reality.

"We knew there would be a lot of people," said Henry "the Bull" Del Toro, the other half of the morning show team. "But as it got closer to the 12:30 p.m. kick-off, it became clear to Tommy and me that this was bigger than we first imagined."

Original plans called for the flag to be made up of 3,500 people holding squares of red, white and blue cardboard. Extra people who showed up were to be placed between the squares to fill in the gaps. However, it was never anticipated that the crowd would number so many.

"We didn't do this to set a record," stressed Griffiths. "It's not a matter of popularity or credit. We wanted the flag for them [the troops in the Gulf]. They deserve and should get all the credit."

Intended or not, Griffith's and Del Toro's dream of a living flag did receive national attention. In a letter addressed to the men, women and children at the rally, President George Bush wrote, "What a wonderful way to stand in solidarity with our brave service men and women who are now taking part in the liberation of Kuwait. ...

"I am grateful that our troops face the challenges before them knowing that they have the steadfast support and heartfelt prayers of millions of people like you."

In contrast to the day's events, one Vietnam veteran painfully recalled, "Coming home for us was hell. It's taken 20 years to heal the wounds that the Vietnam War caused. We must do everything we can to make sure that isn't the case for our soldiers [and sailors] this time." □

Snaza is assigned to the Public Affairs Center, Norfolk.

DESERT STORM

Making things happen in the Persian Gulf

Logistic command proves no Desert Storm *puzzle is too tough.*

Story by JO1 Lee Bosco

Long before a single shot was fired in anger during the Gulf war, military planners knew they were faced with a unique set of circumstances. The dilemma facing U.S. commanders in Operations *Desert Shield/Storm*, moving 500,000 troops, 115 ships, more than 1,000 aircraft and all related support equipment into the theater of operations on short notice, had never been attempted before.

Logistically, for the Navy alone, Operation *Desert Storm* presented one basic challenge — how to coordinate the movement of supplies, aircraft, troops and ships in the smoothest and most expeditious manner in a small war zone.

It is from that challenge that the U.S. Naval Logistic Supply Force was born. Commanded by RADM Robert Sutton, ComNavLogSupFor was tasked with making things happen in the Persian Gulf.

"We were set up as a multi-faceted support command," said Sutton. "It has been our mission to ensure that every Navy unit had all the proper equipment to do the job in this war.

Photo by JO2(SW) Joe Bartlett

ComNavLogSupFor delivers — Seabees unload supplies delivered to the *Desert Storm* theater of operations.

That means we're involved with supplying food to ships, medicine and equipment to the fleet hospitals, ordnance from the AEs [ammunition ships], AOs [fleet oilers] and MSC [Military Sealift Command] ships to the combatants in the Gulf and Red Sea, fuel to whomever needs it and our most important resource — people — to their units.

"We also off-loaded and delivered all the Marine Corps ground equipment that came over on Military Sea-

Photo by CWO3 Ed Bailey

Navy combatants and support ships have mastered the task of underway replenishment. ComNavLogSupFor's advance planning helped ensure the success of coalition forces during the Gulf War.

lift Command ships. So, in order to accomplish this mission, what started out as a small corps made up of 30 people from my staff in Hawaii has grown to 250 headquarters staff and some 8,000 shore based personnel made up of one-third reservists and two-thirds active-duty Navy personnel."

Setting up a new command is always a difficult undertaking, and with the threat of war looming on the horizon, Sutton and his staff had their hands full. Coming from his job as Commander U.S. Naval Forces Central Command, Sutton was tasked with coordinating and facilitating the enormous influx of Navy ships, machinery, supplies and people. While the Navy has supported Commander Middle East Force and his assigned forces in the Persian Gulf since 1949, the Atlantic and Pacific supply lines had never before been required to support Navy and Marine Corps presence to the level of forces required for Operations *Desert Shield* and *Desert Storm*. Well ahead of the other services logistically, the Navy extended and "ramped up" the logistics flow provided by Commander Task Forces 63 (Mediterranean) and 73 (Pacific), while coordinating the delivery of these supplies to the combat forces through a newly established set of shore facilities activated for these operations. The command was created to relieve operational commanders afloat and ashore from the burden of spending too much time in areas other than their warfighting mission, while the logistic support force made sure that supplies were continually on the move.

"This command is the result of going to a location where we've never been forward deployed in large numbers before," said Sutton. "If we have to take on operations in Europe or the Pacific we have a logistics system set up that we can plug right into, but here, there was only a small Navy administrative support unit in place in Bahrain before Aug. 2. We had to put a shore infrastructure in place where it never existed before."

To support the aviation side of the mission, airfields in Saudi Arabia, Egypt, Bahrain and the United Arab Emirates were put into operation, and a logistics air force of 32 dedicated helos and fixed-wing aircraft for logistics purposes was created.

"One of our helos, an H-53 from Helicopter Combat Support Squadron 1, was one of the first aircraft from coalition forces to land in Kuwait after the liberation," Sutton said. "Within two days of that event, we were making regularly scheduled flights to the pier at Ash Shuaybah, the main port for the country of

Kuwait, to support the explosive ordnance disposal mine-clearing efforts going in the country's only deep-water port."

The support force works with operational commanders to coordinate delivery of supplies by using a system that ships at sea have used for years. "Because of the nature of our sea service we, in the Navy, are accustomed to receiving people and stores at sea. We do it every day," said Sutton. "At ComNavLogSupFor we had to coordinate overhead times with the carriers and our heavy lift helo-capable hub ships so as not to interfere with the mission of the combatants. Once cargo was delivered to the hub ships, they in turn used their organic ship-based helos for distributing supplies to the combatants, combat logistic force and amphibious ships. One of our tasks in *Desert Shield* was to expand the supply system to accommodate a large number of ships and shore units in a relatively small area."

Medical support is another area in which the logistic command played a major role. The setup and operation of three fully-staffed, functional fleet hospitals required thousands of man-hours of planning from ComNavLogSupFor personnel. Hundreds of thousands of tons of equipment and nearly 5,000 medical and support personnel had to be transported in theater and then to the hospital sites.

"That was quite an accomplishment for the Navy. We took the lead in medical care with the fleet hospitals and the two hospital ships," he said. "That kind of build-up has never been attempted before and it came off without a hitch. While Seabee units attached to each fleet hospital played a vital role in the ground site preparation, the hospitals themselves were erected and outfitted primarily by the medical staff of the facilities. Even though, thankfully, there were limited combat casualties, our Navy Medical Treatment Facilities in-theater were prepared to treat whatever casualties the forces incurred."

The Navy's attention to medical care for the troops said two things to the Iraqis and the rest of the world according to Sutton. "One, we came here to do the job and we mean business, and two, no burden is too heavy that it precludes first-rate medical care for our men and women in uniform."

When moving large amounts of cargo in and around a war zone in that part of the world, the threat of terrorism is heightened. Physical security against water-borne attack for three ports in the Gulf region was one of the first concerns raised during the massive build-up last summer. ComNavLogSupFor took on the responsibility of coordinating the efforts of the Port Security Harbor Defense Force.

Three PSHD groups set up operations in vital harbors on the Persian Gulf. The port in Bahrain along with those in Al Jubayl and Ad Dammam in Saudia Arabia were key to the success of the war effort as they received and transferred tanks, troops, ammo and supplies for U.S. and coalition forces. But those ports could have been open to attack from terrorists or Saddam's forces if left undefended.

A successful strike on any one of these ports would do more than damage the morale of the field units — an attack could seriously disrupt vital supply lines and decrease the effectiveness of the air and ground war. The lives of soldiers and sailors could have been put in jeopardy if such an attack was carried out.

"Each PSHD group is made up of three components: a Mobile Inshore Underwater Warfare Unit that operates radar and sonar from the pier; a Coast Guard small boat security

Below: The Navy's supply system of hub ships and helicopters was expanded for *Desert Shield/Desert Storm*. Bottom: Seabees lay the groundwork for three fleet hospitals in theater.

Photo by JO1 Lee Bosco

team; and a Navy EOD diver unit," said Sutton. "Of those components, the MIUWU and the Coast Guard unit are made up entirely of reservists."

During operations, the security group performs with the precision of a unit that has worked together for years despite the fact that this is a new concept and the members of the three components had never operated together prior to the crisis in the Gulf.

Ideally, any suspicious activity — whether a small craft or even an underwater swimmer — would be spotted on radar or sonar by the MIUWU. Orders would then be given for the Coast Guard to investigate the activity. Armed with .50-caliber machine guns, and with a patrol officer from the host nation, the Coast Guardsmen respond at high speed to keep the threat as far from the port as possible. If the threat is an act of aggression by a swimmer or vessel against allied interests, the security group operates under its rules of engagement to neutralize the threat. If the suspicious contact turns out to be a free-floating mine, EOD divers are called in to dispose of it.

"They've operated 24-hours-a-day since the beginning and just their presence at the ports has projected a powerful deterrent to anyone who might try an attack. If they know we're prepared for them and the odds for a successful raid are low, they might not try an attack."

Sutton said the performance of the reservists called up to active duty is one of the greatest success stories of the war. "These are professional people who answered the call. My command is reserve-heavy and I couldn't be prouder of them. They show their professionalism and maturity in every job they tackle."

Photo by JO1 Lee Bosco

Above: The complex logistics network included delivery of wounded to Fleet Hospital 15. Top: Terrorism was a concern but the Port Security Harbor Defense Force provided a strong deterrent.

ComNavLogSupFor affected the outcome of the war in ways that aren't as obvious as the boom of the 16-inch guns of USS *Wisconsin* (BB 64), the launch of a *Tomahawk* missile from USS *Missouri* (BB 63) or the rumble of F-14's as they shot, Baghdad-bound, from the decks of six aircraft carriers.

ComNavLogSupFor is responsible for providing supplies to the forces still on station — from EOD divers clearing the harbors of Kuwait — to the mine countermeasures forces remaining in the Persian Gulf. The fleet hospitals have to be packed out and all the people and equipment have to return home. Until those troops and equipment are packed up and headed home, ComNavLogSupFor's job is only half complete.

Logistics personnel will be working to finish the job long after the war fades from TV screens and newspaper headlines. As for ComNavLogSupFor, the command will be completely dissolved, but its architecture will be preserved to allow the Navy the option of re-forming it as a Naval Reserve element for future contingencies.

And anyone who served in-theater at any time since August 1990 owes a bit of thanks to that command. □

Bosco is a staff writer for All Hands.

Spotlight on excellence

Sailor trades dim past for bright future

Story by JO3 Joe Jones

Boiler Technician 3rd Class Tan Pham, assigned to the engineering department on board USS *Saratoga* (CV 60) appears to be your typical "Sara" sailor — friendly and filled with pride.

Smiling proudly, Pham stands in front of the valves and gauges of his watch station in main machinery room number one and explains the functions of each valve.

"This is a steam cutoff valve which controls the amount of steam into that boiler," said Pham over the ever-present machinery noise of 1 MMR, "and this is the gauge which monitors it."

One thing that seems out of the ordinary about Pham is the English/Vietnamese dictionary he carries in his back pocket. He explains that he never looks at it during watch — only in his off-duty time.

"Whenever I have a break I study a little," he said. "I also carry it in case I hear a word in conversation that I don't understand. I didn't know any English when I first came to America six years ago."

Not only is English Pham's second language — America is his second home. Pham became an American citizen last year, but he still holds memories of his former home, Ho Chi Minh City, previously called Saigon in South Vietnam.

Once a democratic nation, South Vietnam has been under Communist control since 1975. "Living there was very difficult," he said. "The living conditions were terrible; you were not free to say anything, and the government was brutally unfair."

Life became so unbearable in Vietnam that Pham's parents decided that he and his younger brother, Thinh, should escape to freedom.

"Along with my mother and father, I have two sisters, a brother and other family still in Vietnam," Pham said. "Leaving there was the toughest thing I ever had to do. Hopefully, I can help them come over here someday," he said, as his perpetual smile slowly faded.

U.S. Navy photo

Getting Pham and his younger brother out of Vietnam was an expensive proposition. "Every time a person tries to escape they must leave by boat and pay the owner of the boat a fee," he said.

The boats used for escape were small fishing vessels. "If the passengers didn't die of dehydration or get captured by pirates — they were killed in storms," said Pham.

Pham believes it was worth the risk. "I would do it all over again," he said. "Freedom is worth the price."

The first refugee camp of many Pham arrived at was in Kuku, Indonesia.

"The camps were run by soldiers who were very strict. Anyone who disobeyed was often assaulted by the soldiers. We lived in military-style barracks which were overcrowded," Pham said. "They would give us a bag of food with a lot of rice, and maybe a can or two of food.

"Everyone got the same amount, but the barracks with small children were luckier than most."

But Pham finally made it to America. "I had an uncle in Oakland, Calif., who sponsored me and arranged the paperwork to fly me from Singapore," he said.

His first sight of America is an image forever embedded in his mind. "Everything seemed so strange. There were big buildings everywhere, and there were so many cars. All of the people I saw were dressed so nice too," added Pham.

His introduction to the Navy was a chance encounter. "I was walking down the street past a Navy recruiting office and a first class petty officer stopped me and started talking to me," he said. "He told me about some of the benefits of the Navy: the steady pay, travel, benefits and more. The boiler technician's job sounded interesting, and I decided to enlist in April 1988."

Pham's been on board *Saratoga* since October 1988. "I can't say enough about his performance," said Pham's immediate supervisor BTC Clarence Bridges. "Considering all he has had to overcome makes it even more amazing. His performance is definitely 4.0."

Pham believes that joining the Navy was a good decision — a career choice which affords him many options. "Right now I've started the paperwork process to get my family out of Vietnam," he said. "It's one of my main goals. I've learned to just take one day at a time." □

Jones is assigned to the public affairs office, USS Saratoga *(CV 60).*

One more for "31-knot" Burke

Story by Pat A. Swift, photo by PH1(AC) Scott M. Allen

On a brisk sunny March day, approximately 200 spectators gathered on the front lawn of the Arleigh Burke Pavilion in McLean, Va., and waited for the building dedication to begin. The crowd anxiously anticipated the entrance of First Lady Barbara Bush, who would be guest speaker at this ribbon cutting ceremony, honoring 88-year-old ADM Arleigh Burke and his wife Roberta.

The Navy-Marine-Coast Guard Residence Foundation, founded in 1961, in conjunction with community support, helped open the Arleigh Burke Pavilion in an effort to combat the escalating problem of housing shortages for the elderly and to help the "forgotten widow."

First Lady Barbara Bush joins Roberta and Arleigh Burke in a time-honored ribbon cutting ritual opening the Arleigh Burke Pavilion.

"Incidentally," retired VADM Charles H. Griffiths, master of ceremonies and president of the foundation said, "this building wasn't constructed for profit."

Nestled in a secluded wooded area, the architectural structure with its breathtaking interior will house approximately 100 residents. Project construction began Nov. 2, 1989, and was completed Jan. 15, 1991. One month later, the first resident, 89-year-old Vera Schultz, moved in.

The man whose name the building carries, renowned as "31-knot Burke," a brilliant naval tactician of World War II, a three-time Chief of Naval Operations and Commander of Destroyer Squadron 23, is the only living man in the history of the U.S. military to have a class of ships bearing his name — and now, a residential monument. However, Bush declared "He [Burke] helped to build this magnificent home for his fellow officers, and today, sir, you're no great destroyer man, you're a great builder."

"I'm afraid to give remarks to that," Burke said, "because I'm bound to say something wrong since I haven't gone over the [words for a speech] with my wife." Burke attributed his honor and success to the men who served with him.

Like the destroyers he commanded and the class of ships that bear his name, Arleigh Burke has always been running full-speed ahead. But, at least on this day, he slowed down to capture a comical remark from his wife Roberta, "I've been chasing Arleigh for 67 years and I've finally caught up with him today."

However, Bush added a joking line of her own as well when she said, "Someone really has a sense of humor when they asked me to speak to an audience like this [pointing to the crowd], 'Admiral, Admiral, General, Admiral, Secretary.' "

"I've been in thousands of nursing homes before, but this Arleigh Burke Pavilion is like no other I've ever come across," said Thomas McHatton, director of social services. "It is unique in that the residence offers three levels of care: assisted, intermediate and skilled."

Other highlights of the home include: 24-hour medical care, short and long-term care ranging from weeks to months, and accessibility to shopping areas. "The pavilion also offers a physical fitness program that meets each patient's ability," according to activity director Chris Whetstone.

As Margret Osborne, a resident of the pavilion put it, "If it's good enough for the Navy, then it should be good enough for all of us — don't you think?" □

Swift is a staff writer for All Hands. *Allen is a photojournalist for* All Hands.

U.S. Navy Photo

Court of Military Review

The court where justice has appeal.

Story by JO1 Andrew Wellman, photos by CWO2 Carl Henderson

A sailor has gone wrong. Sentenced at court-martial, he will be spending the next two years behind bars. His guilt has been established at the trial. His sentence was adjudged. But was he treated fairly?

"Hear ye, hear ye, hear ye, the honorable United States Navy and Marine Corps Court of Military Review is now open and in session. God save the United States of America, and God save this honorable court." With these words the court commissioner opens the U.S. Navy and Marine Corps Court of Military Review, the Department of the Navy's court of appeals, which will insure the sailor's rights have been protected.

The court reviews court-martial cases of sailors and Marines where punishment includes a sentence of more than a year of confinement, punitive discharge, dismissal of an officer or death. NMCMR then decides whether the findings and sentence of those courts-martial are correct in law and fact.

The court, located at the Washington Navy Yard in Washington, D.C., also hears oral arguments, conducts research and writes opinions in all significant Navy and Marine Corps cases where the question of error is raised by the defense attorney after the court's own examination of the record of the court-martial proceedings, or when directed by the Judge Advocate General or next highest court, the civilian United States Court of Military Appeals.

"We're at the top of the Navy and Marine Corps military justice trial ladder," said CAPT Kent Willever, chief judge of the NMCMR. "We decide cases and give feedback that says whether a court-martial was legally correct."

Opposite page: The court's judges: (front row, L-R) Marine Col. Charles H. Mitchell, CAPT Kent A. Willever, Marine Col. Eileen Albertson, CAPT Walter J. Landen, (back row, L-R) CAPT Thomas A. Lawrence, Marine Col. Richard A. Strickland, CAPT James A. Freyer, Marine Col. Franklin D. Holder and CAPT James E. Orr.

The NMCMR reports directly to the Judge Advocate General of the Navy RADM John E. Gordon. Cases that are not resolved here due to further appeal go on to the Court of Military Appeals, beneath only the United States Supreme Court.

The court is presently made up of nine senior Navy and Marine Corps appellate judges who may sit as a whole or in three panels of three. The court is headed by a Navy captain who acts as a chief judge and sits as a panel member.

"We are a very diverse group," said Willever. "We have a former submariner, two prior enlisted persons, one who has served with the Joint Chiefs of Staff, ex-trial judges, commanding officers and I have served as a surface warfare officer on an aircraft carrier and a minesweeper."

Willever admits, "The court is not a highly visible job to the fleet. The drama has occurred at the crime scene and in the trial courtroom. What we do is take a measured look at the case."

Fellow judge CAPT Jim Freyer agrees. "We deal with academic debate, professional and dignified. The court concerns itself with cases that require attention — from no corrective action to complete reversal."

With nine high-ranking Navy and Marine Corps officers working so closely together it is easy to imagine some rivalries. However, Willever explained, "Generally, we all know each other or know of each other by the time we get to this court. Judges here average 25 years of military experience. At this level, you just don't see those rivalry problems. We take our jobs very seriously and strive to be fair," he said.

The judges on the court are supported by three or four commissioners as well as civilian clerks and secretaries. The commissioners are Navy lieutenants and Marine Corps captains — lawyers who help research and review cases, write drafts of parts of some of the opinions and proofread the opinions written by the judges.

"We do whatever the judges need us to do," said LT Howard Klausmeier. "We're a sort of catch-all."

Commissioners spend a great deal of time pouring over the cases that come before the court, as well as, looking for points of law in other cases from other courts that might have an impact on them.

Each year between 4,000 and 5,000 cases are brought before the court. Couple those trial transcripts with the numbers of other courts' cases to read, and a commissioner's workload might be more easily measured in tons rather than in pages.

Klausmeier points to several impressive stacks of trial records on the table behind his desk and explains that reading is a big part of his job.

Despite lacking the drama of the TV courtroom, Klausmeier says many of the cases "become like a novel; your 'lawyer mind' kicks in."

Left: Court Commissioner LT Howard Klausmeier re-enacts the opening of the court.

LT Nanette DeRenzi of NMCMR's Appellate Defense Division, shows how she might bring up a point of law on her client's behalf during oral argument before a panel of Navy and Marine Corps judges.

With every word of the trial put down on paper, he said, you can get a real feel for what took place.

Courtroom drama aside, Klausmeier said his purpose is to help the court review cases for error. "If mistakes were made," he then asks, "how can we be fair to the sailor or Marine? Do we need to fix them or are they just harmless errors?" Basic to the court's mission is this two-part question, "*Was* there a mistake?" and "What do you do about it?"

The vast majority of cases are handled within the separate panels. The transcripts are reviewed, research is conducted, the judges vote and an opinion is written. The opinion then becomes law.

In most instances, three judges, the minimum required for any decision, decide the case. But in some cases nine judges are required. This seating of nine judges is known as *en banc* (from the French "in the bench"). An *en banc* seating is prescribed for cases of exceptional importance, cases where panels of the court disagree, cases involving the death penalty and other cases requiring more uniformity than is present in panel votes.

"Even the simplest case can make precedent. Every case is important, potentially to the system and always to the appellant."

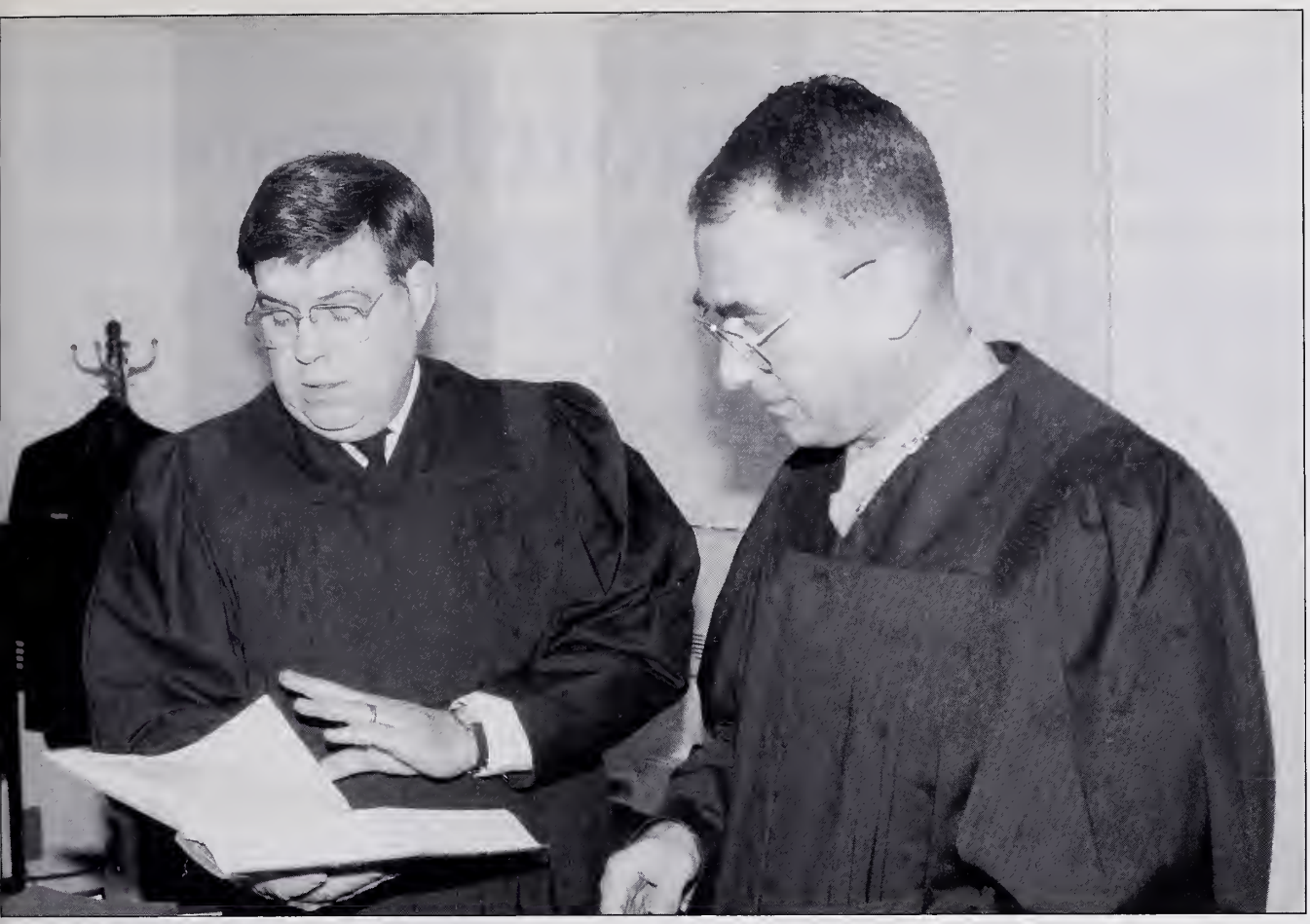
In a smaller percentage of cases, the appellant's (the sailor or Marine convicted at court-martial) defense counsel can request a hearing by pointing out error in the court-martial proceedings. If the request is found to have merit, the case is placed on the docket and will come up for argument in a courtroom setting.

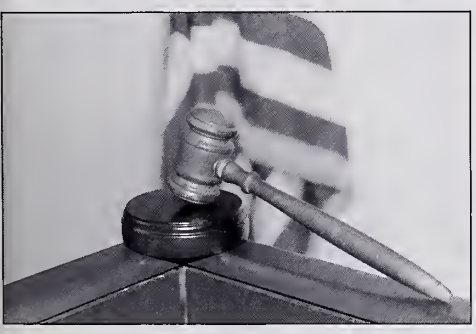
Oral argument is as close as the NMCMR comes to duplicating the court-martial setting. Absent, though, is the defendant, who at this time is either in prison or awaiting discharge, if the court upholds his conviction and sentence. Nor are there any witnesses. The appellate counsel is simply trying to convince the court that there was error in the court-martial proceedings or that the sentence is unfairly severe.

During argument both the defendant and the government are represented by lawyers. In most cases both sides are Navy or Marine Corps attorneys. The appellant can hire his own civilian lawyer as a representative.

According to Freyer, the NMCMR works just like a civilian appellate court. In fact, this is a "statutory, congressionally mandated court," he says. What this means is that any lawyer experienced in the appellate process would be able to present his or her client's case without being inundated with unfamiliar traditions.

LT Nanette DeRenzi, a Navy lawyer assigned to the Navy-Marine





Chief Judge CAPT Kent A. Willever and Senior Judge Marine Col. Richard A. Strickland examine an opinion written on a case resolved at NMCMR.

Corps Appellate Review Activity as appellate defense counsel, says sometimes the appellant "feels the need for an outsider," but stresses that Navy lawyers are no less professional or skilled than those in the civilian sector, nor are they any less fervent in their representation.

"As both a trial defense attorney and an appellate attorney I feel I did a good job if the government was mad at me," she said, "not because I was unethical or disrespectful, but because I zealously represented my client. How you handle a case," she added, "is a sign of your professionalism."

LCDR J. Richard Chema, who represents the government, said a Navy lawyer's sense of integrity goes beyond any perceived conflict. "The United States takes steps to fight for freedom abroad and maintains that attitude here with our own people. What we're doing here is important to preserve our freedom at home," he said.

By the time a case makes its way to oral argument before the Court of Military Review, the questions raised have been focused. Each side is generally given 30 minutes to make its best argument. "You narrow the issues as you step up in the pyramid of courts," explained Klausmeier.

Of the thousands of cases that come to NMCMR most stop here, according to Willever. "And of the cases that don't end here, very few are reversed." Willever said he doesn't like to keep percentages on overturned cases because, "I don't want to end up setting goals for such things."

Even though the majority of cases are affirmed by the Court of Military Review, Freyer said, "affirmation does not mean a perfect trial." But he concludes, "The low reversal rate is attributed to well trained judge advocates."

Only a small percentage of Navy and Marine Corps people ever come into contact with the court-martial process. Klausmeier said, "We have good people in the military, their quality is outstanding and they're disciplined. However," he added, "if a person is court-martialed and the case is serious enough, the accused has a right to the review process."

"Discipline," concluded Willever, "is part and parcel to what we do every day. Even the simplest case can make precedent. Every case is important, potentially to the system and always to the appellant." □

Wellman and Henderson are reservists assigned to Navy Internal Relations Activity.

DESERT STORM

Remotely piloted vehicles

Seabees lay groundwork for "eyes in the skies."

Story and photo by JO1(AW) Paul Russo

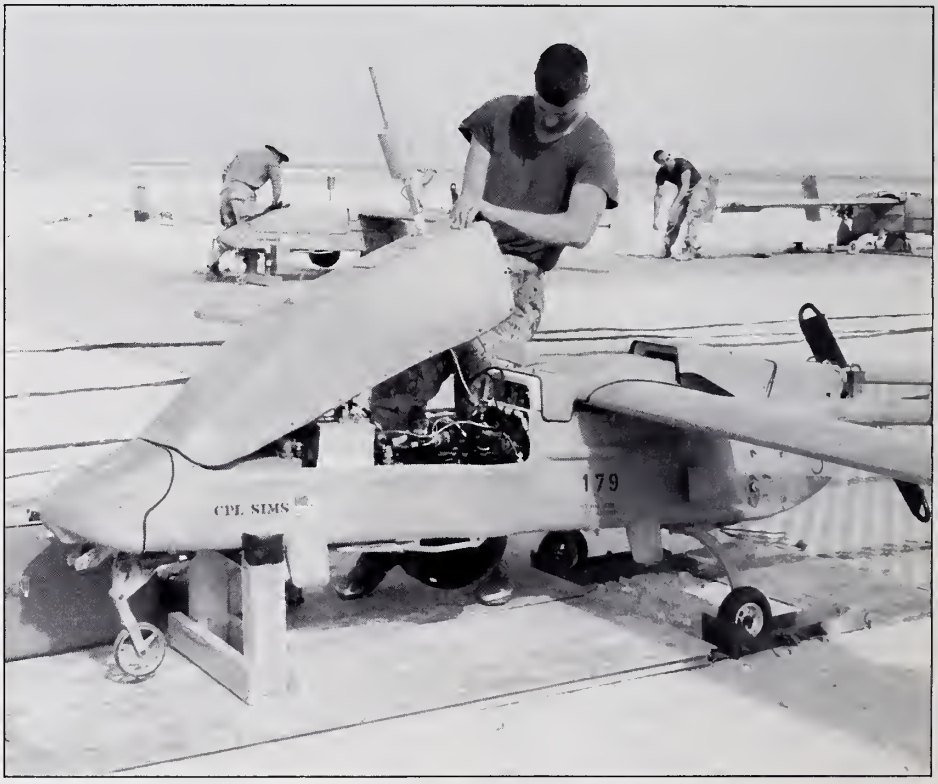
When Marine artillery pounded Iraqi bunkers, command posts and artillery positions at the start of the ground war, many of the huge 155mm and 8-inch shells landed wide of their targets. But infrared and video pictures from a remotely piloted vehicle — a small unmanned aircraft circling the Iraqi positions — allowed Marine gunners to adjust their aim.

According to Marine Capt. Peter De Salva, the correction by the gunners proved devastating to the Iraqis when enemy bunkers, command posts and artillery positions were destroyed.

This episode and many more examples are graphic demonstrations of the tactical effectiveness of RPVs in the ground and air war.

The RPVs, resembling oversized model planes, took off and landed on a runway constructed by Seabees of Naval Mobile Construction Battalion 5. According to Marine Maj. Greg Russell, commanding officer of the 2nd RPV, "We couldn't have done our mission without the support from the Seabees." He added that the planes couldn't have flown without Seabee planning, surveying, runway construction, collateral support sites for the ground control stations and strongback tents.

Chief Engineering Aide Tom Stanley, chief surveyor for the project, noted the Marines wanted an airstrip close to the Kuwaiti border. "We started surveying the site before the outbreak of war Jan. 17."



Marines from 2nd RPV prepare remote piloted vehicles used to observe Iraqi troop movements and activites in Kuwait and southern Iraq.

Once the surveying was finished, a team of Seabees directed by Steelworker 1st Class Steve Auton came in with their heavy equipment. They prepared and installed 1,500-foot by 60-foot airstrip matting. The project was finished shortly before the ground war started Feb. 24.

Thanks to the excellent job by the steelworkers, equipment operators and engineers of NMCB 5, the 1st and 2nd Marine Expeditionary Force had eyes in the sky for their gunners and pilots. The RPVs searched for enemy troop concentrations, vehicle movements, armor and artillery positions. The information was relayed to Marine gunners and pilots allowing them to zero in on and destroy the threats to American and allied troops. □

Russo is assigned to the public affairs office, Naval Mobile Construction Battalion 5.

Bearings

Mail to 'Any Service Member' floods battleship *Wisconsin*

Inquiring minds want to know: "Is it fun to have your job?" "Do you ride camels?" "Have you done anything dangerous yet?" "Did you get hurt?" From around the country, school kids are asking these questions and many more inundating battleship sailors aboard USS *Wisconsin* (BB 64) with "Any Service Member" mail.

The writers are children, former service people and just ordinary folks showing their support for *Wisconsin* sailors who had been on station in the Persian Gulf for Operation *Desert Shield/Storm* since Aug. 23. *Wisconsin* has received thousands of letters and packages through the morale-boosting program set up by newspapers and television stations in the state of Wisconsin; advice columnists "Dear Abby" and "Ann Landers;" and various schools, colleges and other thoughtful organizations throughout the United States. More than 1,000 individual letters arrive with each onload of mail along with 20 to 30 large envelopes of letters from school classes. Individual letters are given out during special mail calls handled by the ship's public affairs office, while the packages are opened and posted in one of the ship's classrooms for further distribution.

***Wisconsin*'s public affairs office staff wait for mail call to begin.**

Photo by PH1 Bruce Morris

The questions continue in a steady flow to the dreadnought: "How do you feel about the war?" "Do you like it where you are?" "How hot is it usually?"

In addition to the posted letters are books of greetings and good wishes from Livingston, Texas, and the Hampton Roads, Va., area. Diane Fields of Livingston set up a table at a local shopping center asking people to write a few words to service members in the Gulf. In Virginia as well, *Wisconsin*'s homeport citizens wrote special words and thoughts to deployed family members and loved ones in a book placed at area malls and shopping centers.

"We've gotten so many boxes, I don't know where we are going to put them all," remarked LT Robert Raine, the ship's public affairs officer, "but we'll keep passing them out to the crew as they come in." At one special mail call, more than 250 boxes of "goodies" like candy, cookies, writing paper, lip balm, soap and even a portable cassette player, were passed out to the crew.

Prevailing comments found in some letters include: "At least you'll get a tan." "I wrote to show you that I care." "Red hair, blue eyes . . . write to me and I'll write back." "I have school — you are lucky because you don't have school." "Keep your heads down." and "I hope you beat those turkeys!"

The Any Service Member mail program has provided many hours of enjoyment for *Wisconsin* sailors. It has also spread the good name of the dreadnought across America. The battleship received a letter from a class at J.D. Wells Junior High School in Brooklyn, N.Y., thanking the sailors for responding to their pen pal program.

Photo by PH1 Bruce Morris

EMFN Scott Nickell and DCFN Jay Kelley get their portion of "any service member" mail from IC1 Dave Monroe and JO3 Tom Kreidel.

"I must say that I was greatly impressed with your people," wrote Mary Holmes, their teacher. "Not only were they articulate communicators, but they also expressed a genuine interest in the students. I found your people to be positive role models for children who come from a neighborhood infested with the many evils of urban blight. I'm reminded of a very simple, yet poignant expression, 'No man stands so tall as when he bends to help a child.'"

The people of the country are flooding the battleship with notes of gratitude to sailors for the sacrifices they've made. The mail program also helps the people back home see the Navy as individual men and women, who are similar to themselves in many ways, with the same concerns and dreams. In return, sailors receive scarce news from home, strike up friendships through the mail and develop a feeling that the long months away from home are all worthwhile. ■

—Story by JOCS(SW) Michael Burke assigned to the public affairs office, USS Wisconsin *(BB 64).*

Bearings

JFK's VAST center makes quality top priority

An F-14A *Tomcat* cruises comfortably at 5,000 feet and 300 knots. Tests conducted on the complicated equipment and associated systems on board the fighter aircraft have been successful up to this point. Now it's time to run the *Tomcat* through the maximum end of the test spectrum to make sure the equipment is prepared to handle any situation which may arise. Within a blink of an eye, the technicians send the F-14 screaming upward to the dizzying altitude of 100,000 feet and 1,000 knots.

No, this isn't a video game, and yes, under normal constraints the scenario described is virtually impossible to obtain in real life for even the most skilled pilot, but if you use a little imagination the men from USS *John F. Kennedy*'s (CV 67) Versatile Avionic Shop Test Center can take you on this death defying ride.

This VAST scenario was created by Building Block 34, which is a pressure generator used during the automatic testing of the F-14's air data computer and other weapons replaceable assemblies, to simulate various flight conditions. VAST's primary responsibility is to troubleshoot faulty WRAs from the squadrons on board *JFK* with the help of BB 34 which can be programmed to simulate air pressure at an altitude range of 1,500 feet below sea level to 100,000 feet above and an airspeed range of 40 to 1,000 knots.

"We troubleshoot it down to a circuit card or component and replace it with a known good one," explained Chief Aviation Fire Control Technician (AW) Ronald Gagnon, Intermediate Maintenance 3 division's VAST branch chief. "After we replace all faulty components inside the WRA we test it again. If it passes, it's considered ready for issue, which means it's in 100 percent working condition and ready to be used in the aircraft once again."

VAST works by interfacing bad boxes [WRAs] into the station through an interconnecting device. The operator installs the appropriate tape for the test to be performed and the computer takes over. The computer tells the building block to send a signal or voltage to the box being tested. The box processes the signal and sends it to the VAST station where the computer determines whether the response is acceptable, if so, it proceeds on to the next test. If the signal is not within parameters, the computer orders it to link up to a diagnostic program and troubleshoots the box to the faulty circuit card. The card is replaced and testing resumes.

"The parameters on the computer tape are tighter than what the box actually needs in the aircraft," said Aviation Electronics Technician 1st Class Larry White, production and maintenance supervisor for VAST's five work centers. "That's where we get our high degree of reliability and we can ensure 100 percent that a box is ready for issue and ready to go back into the airplane.

"I've never seen anything like VAST in my life," said White. "The system is capable of running 150 different boxes of the F-14A *Tomcat*, the S-3B *Viking* and the A-7E *Corsair II*. That's where they get the versatility part of the VAST acronym.

"AirLant [Commander Naval Air Forces Atlantic] says we have the best VAST afloat on the East Coast right now," White said. "I guess the reason they say we're the best is the way we maintain our systems. I think the real mainstay of VAST is our on-line and off-line technicians."

Gagnon agreed, "I think the men working for me are extremely dedicated. They do it because they care and I'm very proud of the work this work center puts out. It's like Ford says [in their commercials], 'Quality is job one.'" ■

AT3 Roberto Yadao troubleshoots one of the circuit boards from an F-14 *Tomcat*'s on board computer signal data computer.

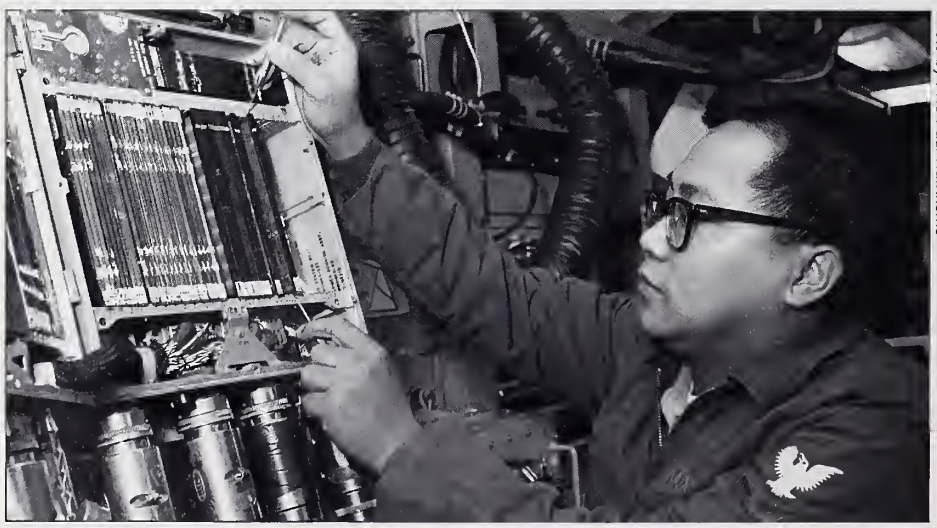


Photo by PH3 Paul Hawthorne

—Story by JO3 Alan D. Day assigned to the public affairs office, USS John F. Kennedy *(CV 67).*

Bearings

Yuquimpo: 'Dragon of the Sea' helps East meet West

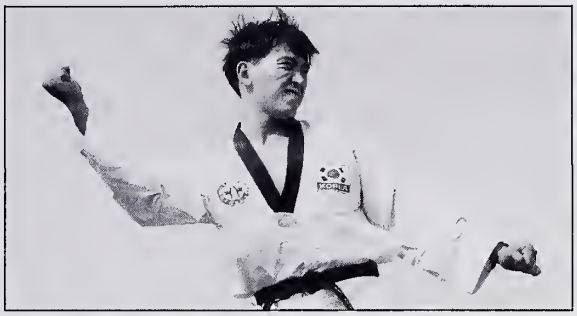
In China, 1964 was ruled by the dragon. At the same time, the Republic of the Philippines' capital city of Manila was in flames. In the midst of this bedlam a child was born who would ironically grow into a man speaking of harmony and peace.

Mess Management Specialist 3rd Class Kim J. Yuquimpo, stationed aboard USS *Duluth* (LPD 6), possesses the oriental features bestowed on him at birth by a Chinese father and Filipino mother. He also has a black belt in Tae Kwan Do earned through years of dedication to the martial arts. Through a small family-owned garment manufacturing company in Manila, Yuquimpo developed a head for business and a tongue fluent in English, Tagalog and the Chinese dialect of Fookien. However, with the boldness inherent in youth, Yuquimpo was intent on getting involved in both the family business and the martial arts.

"Chinese families in the Philippines are business oriented," he said, "But my family used to scold me for spending more time on my body than on my family's business. My father said that tae kwan do wouldn't put food in my mouth."

Yuquimpo studied Chinese kung fu and judo, surrounded himself with books, magazines and videotapes on martial arts, and in 1982, while attending college he enrolled in tae kwan do. In less than a year, he won a gold medal at the 5th National Tae Kwan Do competition in Manila in the senior form division. In less than two years he took his black belt examination and joined the Tae Kwan Do Blackbelt Brotherhood. By the end of his third year at college he was studying the art of aikido.

In addition to college and the martial arts, Yuquimpo worked as an underwriter for an insurance company and sales agent for his family's business. With his father's sight failing, Yuquimpo was forced to break away from his active pursuit of a bachelor's degree in commerce and devote more time to the family business.



MS3 Kim J. Yuquimpo demonstrates the energy and concentration necessary to be a Tae Kwan Do black belt. He attained his black belt through years of dedication to and constant learning of the martial arts.

Then in 1988, Yuquimpo's life took a new turn when he enlisted in the U.S. Navy and one year later found himself on active duty. He quickly established himself as someone who sets high goals. In boot camp Yuquimpo was named "Outstanding Recruit;" in mess specialist "A" school he was recognized for his academic achievement and advanced to petty officer third class; and in "C" school he was at the top of his class.

However, Yuquimpo had little trouble keeping a proper perspective with his fast-paced life, drawing upon his wealth of ancient oriental wisdom. "I can find peace amidst a city's roar," he quoted. "My peace is cradled within."

Aboard *Duluth*, his first command, he has already made important contributions. As food service division records keeper he is responsible for everything dealing with accountability in food service. His collateral duties include messdeck master-at-arms, stretcher bearer for the repair locker and standing low-visibility watches. His shipmates asked him one additional favor.

"A lot of the crew wanted me to teach them tae kwan do," he said. "But I'm not authorized to teach. But I will always share this valuable art with anyone who will respect it."

Yuquimpo still has a few goals to attain: to finish college and pursue a master's degree; to complete coursework to become a hospital corpsman; to live in the United States and provide the best possible future for he and his wife Maricor; and to make the Olympic team, but concedes that all of his plans are now being made as a married man. He is also confident that the patience and discipline he learned as a martial artist will help him achieve each and every one of those goals.

"In the art," Yuquimpo explained, "you learn how to avoid kicks, control emotion, focus on your own kicks and the art of breathing to calm you down. You can learn how to accept pain as a part of life and learn to take a hit from life too."

It's an ideal that could be embraced by everyone. For if a man born in the midst of chaos can come to so fully believe in inner peace, then it brings a promise of a brighter outlook for us all. ■

—Story and photo by JO3 J. Vincent Dickens assigned to 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.

Bearings

Donation of music boosts morale aboard USS *America*

USS *America* (CV 66), operating in the North Arabian Sea in support of Operation *Desert Storm*, and Birdland Music of Virginia Beach, Va., though halfway around the world from each other, teamed up to enhance morale for sailors and Marines aboard the aircraft carrier.

Birdland, a family-owned record shop in the Hampton Roads, Va., area for more than 25 years, donated nearly 200 cassette tapes of various artists for *America* to use for the crew as they saw fit.

"We wanted to give a gift which would appeal to everyone," said Birdland manager Brian Friedman. "My family was delighted to have the opportunity to provide music for the men of USS *America* to enjoy while serving in the Gulf."

America's Commanding Officer RADM (sel) John Mazach received the gift and was struck by the generosity. "It's impossible to describe the positive effect this sort of support has on the crew. The city of Virginia Beach, and the Hampton Roads area in general, have made us feel missed while we're away. This [Birdland's donation] is a great example of the support we enjoy from back home."

Disc jockey JO2 David E. Smith prepares *America*'s radio audience for the next music giveaway.

The tapes were turned over to the ship's radio station, and although could not be played over the air due to regulations, they were dispersed to the crew in contests. "It's a windfall," said Journalist 2nd Class David Smith, station manager. "Hearing the same music for months at a time is terrible. This will certainly breathe new life into a lot of guys' music collections."

One of the first lucky recipients of a tape won in a ship's radio call-in contest, Seaman Chris Godfrey, said, "I think it's great. Since we only have one radio station, I listen all the time. Having a contest where you can win some new music makes it seem more like you're listening to a radio station back home." ■

—Story and photo provided by the public affairs office, USS America *(CV 66).*

Battleship bell finally reaches home soil in Minnesota

After traveling the globe and surviving World War I, the bell of the battleship *Minnesota* (BB 22) has reached home soil for the first time in its 84-year history, thanks to the Navy League Councils of Minneapolis/St. Paul and Western Lake Superior.

Minnesota's bell was presented to the city of Minneapolis by the Navy League and will be permanently displayed with its sister bell from the World War II heavy cruiser USS *Minneapolis* (CA 36) in the Minneapolis Convention Center Plaza. *Minnesota* was one of 16 battleships sent on a world cruise by President Theodore Roosevelt as part of the "Great White Fleet" from December 1907 to February 1909. During World War I she served with the battleship force cruising off the middle Atlantic seaboard and was instrumental in returning 3,000 veterans to the U.S. from Brest, France.

After a long and useful life, *Minnesota* was decommissioned in 1921 and sold for scrap; the only remnant of her in existence today is her 750-pound bell.

In 1922, the bell wound up in Crawfordsville, Ind., after a Rotary Club chapter requested a bell from the government in order to follow formal meeting procedures. The bell was housed in the hotel where meetings were held, but hotel guests confused the ringing of the large bell with the fire alarm system, so the bell was moved to a local park. It remained there until 1989 when the park was modified, leaving no room for the bell.

The Navy League Council of the Twin Cities went to work on obtaining the bell. Navy League President Jim Dailey and member Warren Johnson, who headed the project, took a year to secure the bell, make arrangements for transporting it to Duluth, Minn., by ship from Gary, Ind., and ultimately deliver it by truck to its final resting place at the Minneapolis Convention Center Plaza. It was there that Dailey and Johnson presented *Minnesota*'s bell to Minneapolis City Councilwoman Alice Rainville and Convention Center managers Dec. 27, where it was scheduled to join the bell from *Minneapolis* in official dedication ceremonies May 17. ■

—Story by JO3 Erik L. Jones assigned to the public affairs office, Navy Recruiting District Minneapolis, Minn..

News Bights

Master Chief Navy Counselor (SW) Ginger L. Simpson has been selected as the third enlisted director of the U.S. Navy Senior Enlisted Academy in Newport, R.I., and is the first woman to serve in that capacity.

Simpson will relieve Master Chief Radioman (SS) Major "Butch" Laurion as director July 1.

Simpson was chosen by a selection board from a field of eight finalists. In additon to Laurion board members included: Master Chief Petty Officer of the Navy, AVCM(AW) Duane R. Bushey; Chief of Naval Education and Training Fleet Master Chief Albert Jackson; CAPT Al D. Jones, director for Training, Naval Education and Training Center; and Dr. Imelda Idar of the Chief of Naval Operations' Total Force Training and Education Division.

As director of the academy, Simpson will be charged with directing the Navy's premier course of leadership study for selected senior chief and master chief petty officers. The nine-week course is designed to prepare graduates to better fulfill their leadership responsibilities through improved communication skills, management of military personnel and material resources, knowledge of national security affairs and heightened physical readiness.

* * *

President George Bush signed an executive order March 13 establishing a Southwest Asia Service Medal for members of the U.S. Armed Forces who served in-theater during Operations *Desert Shield* and *Desert Storm*.

The award, designed by the Institute of Heraldry, is in recognition of the special sacrifices and outstanding performance of U.S. military personnel who deployed to Southwest Asia after Aug. 2, 1990. Specific eligibility requirements and further instructions will be published by the secretaries of the military departments in the near future.

The medal is suspended from a sand-colored ribbon with red, white, blue, green and black stripes. The medal's face depicts the desert and the sea, with a tank, armored personnel carrier, helicopter, ship and aircraft in recognition of joint-service participation. The medal's reverse depicts a sword entwined with a palm frond symbolizing military might and preparedness in defense of peace.

* * *

World United Service Organizations' President Chapman B. Cox recently announced the details regarding the distribution of $1.3 million of donated meals and cash from USO's *Desert Storm* Family Support Fund to benefit families of military service personnel around the world.

Donations were distributed to areas where the concentration of military families in need was greatest. "We will donate $30,000 each to the Army Relief Society, Navy - Marine Corps Relief Society and Air Force Aid Society, which assist families designated by [local] commanders as needing help," said Cox.

An additional $244,500 was used to arrange welcome home ceremonies and to maintain ongoing family support programs already being provided by USO, primarily overseas in Germany and Okinawa, Japan.

The USO Family Fund was made possible through gifts of $200,000 by the Coca-Cola Company, $100,000 from Ronald McDonald Children's Charities and $33,500 from donations received by USO in general support of the troops overseas. McDonald's Inc., also contributed $1 million in food certificates to be distributed by USO World Headquarters to its USO centers and National Guard facilities throughout the U.S. and overseas where the McDonald's restaurants are located.

Funds were distributed at the end of March and USO officials plan to continually funnel additional donations into family programs as the funds come in.

* * *

Projected military force level reductions in Europe have led to reduced operations at several European Armed Forces Recreation Centers in Southern Germany.

The General Abrams Hotel in Garmisch and the Berchtesgadener Hof/General McNair complex ceased operations on April 1. In April of 1992, all AFRC-E operations in Berchtesgaden will close.

Facilities that will remain open, including others located in Garmisch, will provide service personnel with a full range of accommodations and recreational activities. According to Peter Isaacs, director of the Hospitality Management Group, U.S. Army Community and Family Support Center, operations at the Lake Chiemsee facility will also be retained. Lake Chiemsee offers a first class facility that provides access to water sports and is located close to other outdoor recreational areas in the Bavarian Alps.

A detailed customer analysis was conducted by the Army and U.S. commanders in Europe to ensure that the facilities best able to support military personnel and their families remain open. □

Mail Buoy

Reversed photo?

While reading the January issue of *All Hands* and the story on the decommissioning ceremony of USS *Iowa* (BB 61), I noticed something very peculiar about the ceremonial party on Page 8.

Page 7 shows the commanding officer in full dress signing the final entry in the deck log and all of his medals are on the left side in accordance with Navpers 15665G, Articles 103013 and 103014. Turning to Page 8, I noticed that they appear to be wearing their medals on the right side, so I ask myself what's wrong with this picture? I pulled out the uniform regulations to check special occasions for wearing medals on full dress uniforms and they are always worn on the left side, as I had expected and knew to be so, yet, I just had to check. At this time, I am wondering how such senior officers could make such a gross mistake and wear medals on their right side, so I returned to Page 7 and checked there. Sure enough, they are worn on the left side by CDR Morse.

The only solution I can find for this is that the negative for the picture was turned around to look as though they were wearing them on the right side. I have no idea how this situation can be rectified other than maybe an explanation in a future issue of *All Hands* explaining the circumstances as to why the medals appear worn incorrectly. Maybe an apology to all officers and men concerned?

—MACS(SW) Jeffery T. Johnson
FPO San Francisco
USS *New Orleans* (LPH 11)

—You're right. The photo was accidently flopped, our mistake. — ed.

Charting unknown waters

Gail Cleere's opening paragraph in "Charting Unknown Waters" in February's *All Hands* is right on the mark.

"When mariners sailed into unfamiliar waters without appropriate nautical charts, they were always in danger of running aground." Most people, quartermasters and officers alike, believe, because we exist in an age of technology and satellite imagery, that charts in use are constantly up-to-date. Remember two things about this. First, they're not. Second, all ships are surveyors.

In 1983, elements of Task Group 28.2 operated in international waters off the cost of Nicaragua and Honduras. The ocean area off both nations has a considerable shelf, the bottom being primarily live [growing] coral. Charts used were based on sounds from the 1880s. Many nasty surprises were encountered. One example, a USS *Cimarron* (A0 177)-class oiler, was operating inside the 100 fathom curve, in waters charted for depths of 20 to 25 fathoms. Soundings were consistently 2 to 3 fathoms less. In the space of several hundred yards the fathometer trace showed a rise from 18 fathoms beneath the keel to 4, where it stayed for several minutes, along with an exponential increase in the pucker factor on board. Islands were visually identified that were charted as shoals. On the Pacific Coast of Nicaragua it was reported the entire charted land mass was two miles off. These navigation "quirks" proved so nettlesome that the entire task group was ordered to retire seaward of the 100-fathom curve, which degraded the group's ability to perform its mission.

All was not lost. Each ship was directed to maintain a fathometer log noting latitude, longitude and depth. Upon consolidation these were submitted to the Defense Mapping Agency. Within the year, updated charts for the areas were issued, with a great deal of current information included. Some were from recent NOAA surveys, but the majority were derived courtesy of the ships of TG 28.2.

Remember, when you operate in unknown or poorly charted waters, you are the Oceanographer of the Navy. Help make it safer for everyone.

—LCDR Albert J. Ward
FPO Miami, Fla.
USS *Scout* (MCM 8)

He says, she says

In the article on the Navy Finance Center Cleveland in December's *All Hands*, JO3 Volkland (sic) compares NFC to umpiring and waiting on tables in a restaurant. While there are no problems with this analogy, there is a problem when JO3 Volkland (sic) uses HE and HIS for umpires and SHE and HERS for people who wait on tables.

A bigger problem is the fact the review process did not catch his blatant example of sexism. As a former umpire who never waited on tables, I hope that future articles in *All Hands* will not contain similar stereotypes.

—LCDR Sandra L. Lawrence
FPO New York
NavOpSuppAct

—JO2 Karalis (the actual writer) was paraphrasing Karen Mate, an analyst at the Finance Center in Cleveland. — ed.

Reunions

• **USS Parker (DD 604)** — Reunion July 3-7, Honolulu, Hawaii. Contact Russell H. Fernandes Sr., 110 Alvil Road - Elsmere, Wilmington, Del. 19805; telephone (302) 998-8001.

• **USS South Dakota (BB 57)** — Reunion July 4-7, Sioux Falls, S.D. Contact Ray Kanoff, 1210 N. 12th St., Norfolk, Neb. 68701; telephone (402) 371-0242.

• **Vietnam Helicopter Pilots Association** — Reunion July 4-7, Reno, Nev. Contact Jack Glennon, 7 W. Seventh St., Suite 1940, Cincinnati, Ohio 45202; telephone (513) 721-VHPA.

• **Marine Korvets** — Reunion July 8-18, Korea. Send self-addressed stamped envelope to: Marine Korvets, 26 Fermac St., Albany, N.Y. 12205-4705.

• **USS Ashland (LSD 1/LSD 48)** — Reunion July 10-13, Slidell, La. Contact Milt Ferguson, 1540 E. Moore Road, Hillsdale, Mich. 49242; telephone (517) 437-7205.

• **USS Independence (CV 62) and Air Wings** — Reunion July 11-14, Washington, D.C. Contact Denis Bagley, 12 Trenton Ave., Edison, N.J. 08817; telephone (908) 819-0359.

• **USS Boston (CA 69/CAG 1/SSN 703)** — Reunion July 12-14, Washington, D.C. Contact USS *Boston* Shipmates Inc., P.O. Box 816, Amherst, N.H. 03031

• **USS Benevolence (AH 13)** — Reunion July 12-14, Muskegon, Mich. Contact Harry Larson, 2658 Fontenelle, Muskegon, Mich. 49441; telephone (616) 755-3659.

• **USS Rotanin (AK 108)** — Reunion July 12-14, Post Falls, Idaho. Contact Edward Wakefield, P.O. Box 1174, Post Falls, Idaho 83854; telephone (208) 773-0668.

• **NAF Mildenhall, England** — Reunion July 14-18, Las Vegas, Nev. Contact Louise Murray, Route 1, Box 14, Acker Hill Road, Kaw City, Okla. 74641.

In memory of our fallen shipmates

Lance Cpl. Thomas R. Adams
Lance Cpl. Frank C. Allen
Cpl. Allen M. Auger
AE3 Michael L. Belliveau
Cpl. Stephen E. Bentzlin
Cpl. Kurt A. Benz
Cpl. Dennis W. Betz
Cpl. Scott F. Bianco
BTFN Tyrone M. Brooks
AA Christopher B. Brown
AA Darrell K. Brown
AT2 Andrew T. Cady
SN Monray C. Carrington
AN Larry M. Clark
Staff Sgt. Michael R. Conner Sr.
LT Patrick K. Connor
Cpl. Michael D. Cooke
LT William T. Costen
Cpl. Ismael Cotto
AMS3 James F. Crockford
Capt. William D. Cronin Jr.
Lance Cpl. James B. Cunningham
SM3 Delwin Delgado
WO1 Thomas M. Diffenbaugh
Capt. Gary Dillon
Capt. Kevin R. Dolvin
Lance Cpl. Joseph D. Dougherty III
LT Robert J. Dwyer
Capt. Jonathan R. Edwards
Lance Cpl. Eliseo Felix
AO3 Anthony J. Fleming
AKAN Gilbert A. Fontaine
Lance Cpl. Arthur O. Garza
BT3 David A. Gilliland
Lance Cpl. Troy L. Gregory
Cpl. Albert G. Haddad Jr.
Sgt. James D. Hawthorne
Capt. David R. Herr Jr.
AEAA Kevin J. Hills
Pfc. Adam T. Hoage
Sgt. Larry G. Hogan
Cpl. Raymond L. Horwath Jr.
LT Daniel V. Hull
Capt. William J. Hurley
BT2 Mark E. Hutchison
FN Wilton L. Huyghue
FC3 Timothy J. Jackson
Lance Cpl. Thomas A. Jenkins
MMFA Dale William Jock
Cpl. Daniel D. Joel
AA Alexander Jones
EM3 Daniel M. Jones
Cpl. Phillip J. Jones
AMS2 Troy Josiah
Sgt. Kenneth T. Keller
MSSA Nathaniel H. Kemp
Sgt. John R. Kilkus
Cpl. Victor T. Lake Jr.
Lance Cpl. Brian L. Lane
Lance Cpl. James M. Lang
Lance Cpl. Michael E. Linderman Jr.
LT James H. Love
Lance Cpl. James H. Lumpkins
EM2 Daniel Lupatsky
FN Michael N. Manns Jr.
Maj. Eugene McCarthy
AN Brent A. McCreight
BTFA Daniel C. McKinsey
Sgt. Garett A. Mongrella
1st Lt. Michael N. Monroe
Staff Sgt. Lance M. Monsen
Sgt. Candelario Montalvo
Staff Sgt. Thomas J. Moran
AA Randy L. Neel
Pfc. Michael A. Noline
Lance Cpl. Arthur D. Oliver
Cpl. Aaron A. Pack
BT2 Fred R. Parker Jr.
ABF2 Marvin J. Plummer
Lance Cpl. Kip A. Poremba
Lance Cpl. Christian J. Porter
Capt. Manuel Rivera Jr.
Sgt. Ernest Rivers
Cpl. Timothy W. Romei
DS3 Matthew J. Schiedler
Pfc. Scott A. Schroeder
DK3 Timothy B. Seay
MSSA Jeffrey A. Settimi
Staff Sgt. David A. Shaw
FTC Jeffrey W. Shukers
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Capt. David M. Spellacy
Pfc. Dion J. Stephenson
Lance Cpl. Anthony D. Stewart
RMSN Roderick T. Stewart
Cpl. James H. Sylvia
AME3 Phillip J. Thomas
Capt. James K. Thorp
Lance Cpl. Thomas R. Tormanen
LT Charles J. Turner
Capt. Reginald C. Underwood
BT1 Robert L. Volden
Lance Cpl. James E. Waldron
Lance Cpl. Daniel B. Walker
LT David A. Warne
AE2 Brian P. Weaver
Capt. James N. Wilbourn
MS2 Philip L. Wilkinson
CWO2 Bernard S. Winkley

Missing in Action

LCDR Barry T. Cooke
LCDR Michael S. Speicher

DESERT STORM

ALL HANDS

Desert Storm Special Issue
The Navy/Marine Corps Team

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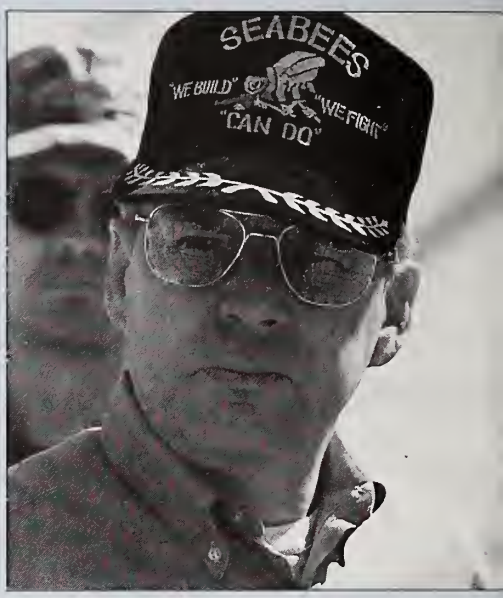

THE SECRETARY OF THE NAVY
WASHINGTON

A MESSAGE FROM THE SECRETARY

On the 2nd of August, 1990, Saddam Hussein thought America lacked the courage, the power, and the will to stand up to his brutal invasion of Kuwait. You--the men and women who serve this nation in uniform--proved him dead wrong. With skill and courage you liberated Kuwait and crushed Iraqi aggression.

You have earned many times over the utmost respect and gratitude of free peoples everywhere. Your performance during Operations Desert Shield and Desert Storm was nothing less than spectacular and was truly in keeping with the gallant traditions of the United States naval service. Our hearts go out for those who have made the supreme sacrifice on behalf of freedom and justice. We can only take comfort in the knowledge that their sacrifice was not in vain and will never be forgotten.

I want to take advantage of this special edition of ALL HANDS to tell you again how proud I am of all of our Sailors and Marines and their families who support them. It is important for Americans to realize that victory in the gulf was won not just by the men and women directly deployed to the area of operations, but rather by everyone in the entire organization who contributed to the training, readiness, support, and professional ethic of the United States Navy and Marine Corps. Certainly those of you standing guard today in distant parts of the globe are every bit as vital to America's security as those who have weathered the crucible of war. On behalf of a grateful nation, I congratulate you and thank you all. May God bless each of you and your families.

H. Lawrence Garrett, III

A MESSAGE FROM THE CHIEF OF NAVAL OPERATIONS

Operations DESERT SHIELD and DESERT STORM were a magnificent chapter in the history of our Navy and our nation. Our hardware worked, our systems worked and our training worked. But most important, you worked. The superb professionalism and skill you demonstrated were directly responsible for the significant and successful contributions made by the U.S. Navy to the allied military coalition.

Our active, reserve and civilian personnel serving in the region, those deployed to other areas of the world and those who supported our forces from shore commands were critical to the allied victory. All of you did your part, and performed exceptionally.

The rapid and effective integration of reserve forces into active units proved the strength of our total force concept. The moral courage and devotion to duty displayed by our POWs inspired us all. And I share with you the hope that our missing comrades will soon be recovered. We also remember those who have made the ultimate sacrifice. We will forever honor their valor and preserve their memory.

Through it all, we drew great strength from the personal sacrifice and unwavering support of our families and the American people. Each of us who wears the uniform, or works directly alongside those who do, will be eternally grateful for their continuing belief in us.

I am proud of each of you.

Frank B Kelso II

FRANK B. KELSO, II
Admiral, U.S. Navy

A MESSAGE FROM THE COMMANDANT OF THE MARINE CORPS

It is with great pride that we reflect upon the superb execution of Operation Desert Storm by our Armed Forces. Professionalism, countless hours of training, and a disciplined strength of character resulted in a decisive victory.

Our historic triumph could not have been possible without our total force. While world attention largely focused on those who directly supported Desert Shield and Desert Storm, the Navy-Marine Corps team continued to fulfill its responsibilities throughout the globe. We are indeed a force-in-readiness.

The extraordinary public support for our young men and women who endure the hardships of separation and the uncertainties of conflict, is appreciated. The American people are proud, and rightfully so, for we have the finest fighting forces in the world today. Semper Fidelis.

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A. M. GRAY
General, U.S. Marine Corps

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ALL HANDS

MAGAZINE OF THE U.S. NAVY
SPECIAL ISSUE - NUMBER 892
68th YEAR OF PUBLICATION

This magazine is dedicated to the men and women of the Navy and Marine Corps who served during Operations* Desert Shield *and* Desert Storm*, to the millions of patriotic Americans across the nation who supported them and to those who remain on station today defending freedom.

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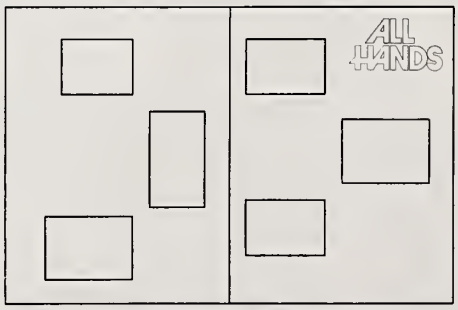


Map courtesy of National Geographic Society

Front cover: Top: photo by PH1(AC) Scott M. Allen. Center: photo by PH2 Robert M. Clare. Lower: photo by Master Sgt. Bill Thompson, USAF.

Back cover: Photos by PH1(AC) Scott M. Allen

Inside Back: Photo by PH1 Bruce Morris

The Gulf war

Victory through versatility

After legions of the world's fourth largest army poured across the Kuwaiti border Aug. 2, 1990, the U.S. military formed the foundation for a powerful 29-nation coalition united against Iraq's brutal and unlawful invasion of its tiny neighbor. The foundation's maritime power was provided by the Navy-Marine Corps team, whose inherent flexibility and sustainability paved the way for the U.S.-led allied air and ground forces, and subsequently, the way to victory.

At the time of the invasion, the Navy-Marine Corps team was already on station. The ships of Joint Task Force Middle East, a presence in the region since 1949, were immediately placed on alert, while the USS *Independence* (CV 62) and USS *Dwight D. Eisenhower* (CVN 69) battle groups sped from the Indian Ocean and Eastern Mediterranean to take up positions in the Gulf of Oman and Red Sea. Once on station, the ships provided the first U.S. military assets capable of a sustained presence and power projection ashore.

When President Bush ordered the historic deployment of troops and equipment to the Middle East, long-established maritime superiority allowed the U.S. to undertake the largest strategic sealift of supplies in history, with more than 250 ships carrying nearly 18.5 billion pounds of equipment and supplies to sustain *Desert Shield/Storm* forces. Maritime superiority also afforded allied naval forces the ability to implement and sustain U.N. trade sanctions against Iraq, immediately after they were imposed, severing Saddam's economic lifeline.

Low-key but close military ties with friendly Arab states, due in part to the more than 40-year Middle East Force presence, allowed for quick introduction of U.S. ground and air forces into Saudi Arabia and other Gulf states early in the crisis. When U.S. Marines began arriving in Saudi Arabia, their supplies and equipment were close at hand. Forward-deployed maritime prepositioning ships based out of Diego Garcia carried enough tanks, artillery and ammunition to sustain 16,800 *Desert Shield* Marines for 30 days. The ships' proximity to the theater of operations allowed Marines to begin offloading their supplies in Saudi Arabia less than two weeks after the invasion.

Under the Navy's total force concept, more than 21,000 Navy and 31,000 Marine Corps reservists were recalled to active duty in support of Operations *Desert Shield/Storm*. Serving in specialties from medicine to mine warfare, reservists were sent to work alongside their counterparts in the Persian Gulf. Others filled critical vacancies on the home front.

The massive deployment of troops, coupled with Saddam's defiance of diplomatic efforts to solve the crisis, manifested itself in a fiery shower of bombs and missiles over Baghdad in the early morning hours of Jan. 17. The relentless air war decimated Iraq's military infrastructure, severing communication and supply lines, smashing weapons arsenals and destroying troop morale.

Photo by PH1(AC) Scott M. Allen

The first shots fired were from Navy ships in the Persian Gulf and Red Sea, as they launched salvos from their arsenals of *Tomahawk* cruise missiles against targets in Iraq and Kuwait. The *Tomahawk*s were just one member of a new generation of naval weapons which proved their precision capability in combat.

Just as impressive and successful as the air war was the ground offensive, an assault that saw allied forces sweep through beleaguered Iraqi defenses in blitzkrieg fashion, leaving burning tanks, empty bunkers and U.S. flags in their wake.

The allied push into Kuwait and Southern Iraq was made easier by the amphibious forces on station in the Persian Gulf. Their presence alone forced tens of thousands of Saddam's troops to maintain positions along the Kuwaiti coastline to defend against an attack from the sea that never came. After a mere 100 hours, Saddam's army was crushed. His troops — tired, hungry and war-weary from five months of economic blockade and more than a month of relentless allied bombing — surrendered by the thousands.

But not all battles took place in-theater; another was fought and won on the home front. Scattered protests during *Desert Shield* were soon drowned in a sea of flags, yellow ribbons and overshadowed by demonstrations in support of the troops. Public support for the commander-in-chief's handling of the Gulf crisis reached historic levels, and when sailors and Marines came home, they did so to welcome ceremonies of epic proportions.

When all was said and done, America and her allies proved that freedom was worth fighting for. The versatile Navy-Marine Corps team formed the maritime foundation for the powerful alliance that showed Iraq and the world that brutality and terrorism were two qualities that would not be tolerated. Less than seven months after the Iraqi invasion, Kuwait was once again free. □

Historic presence

Sailors at "tip of the spear" for more than 40 years

Operations *Desert Shield/Storm* brought the largest number of Navy warships to a single operating area since World War II, adding a powerful punch to Navy forces already on-scene the night of Iraq's invasion of Kuwait. It is a presence the Navy has maintained continuously in the Persian Gulf region for more than 40 years.

At the end of World War II, the United States had no intention of keeping forces in the Gulf, a region mainly composed of British protectorates, although joint Arab-U.S. ventures had begun expanding oil refining capabilities in many Gulf states. Those refineries provided a cheaper, more efficient source of refined petroleum for U.S. ships operating in the Mediterranean, Indian Ocean and Western Pacific than fuel transported from storage facilities in the United States.

By summer 1946, the Navy was obtaining about half of its fuel from the Gulf region, and for that reason, placed a small support force in the tiny island nation of Bahrain. During the next two years, long-term contracts were signed, and about a dozen Navy-chartered tankers were moving their precious fuel loads in and out of the Persian Gulf.

Task Force 126, U.S. Naval Forces, Persian Gulf, was set up in Bahrain Jan. 20, 1948, as overall administrative coordinator for Navy operations in the region. As Britain began liquidating the remainder of her empire in Asia and Africa following World War II, Middle East Force (MidEastFor), one of the Navy's smallest major commands, was established Aug. 16, 1949.

Shedding its initial mission as seaplane tenders, the "little white fleet" of USS *Duxbury Bay* (AVP 38), USS *Greenwich Bay* (AVP 41) and USS *Valcour* (AVP 55) rotated duty as flagship for Commander MidEastFor and his staff. All three ships were painted white to counter the region's extreme heat.

Photo by PH3 Henry Cleveland

The forward-deployed flagship served as the protocol platform of the United States throughout the region for America's ambassador of goodwill — the sailor. Accompanied by one or two other warships during her tour, MidEastFor provided the United States' first line of defense for any crisis in the region, as well as humanitarian and emergency assistance.

For the next 20 years, three or four ships at a time were assigned to MidEastFor, generally a command ship and two or three small combatants such as destroyers or frigates. Because temperatures in the Persian Gulf, Red Sea and Indian Ocean often reached 130 degrees, the non-air-conditioned ships rotated every few months — a practice still followed today, with the exception of the forward-deployed command ship.

As Britain withdrew all forces east of the Suez Canal in the late 1960s, Gulf states began declaring independence from the crown, with Bahrain becoming a sovereign state in 1971. The United States had already worked out an agreement to take over piers, radio transmitters, warehouses and other facilities left vacant by the British, and USS *LaSalle* (AGF 3), an amphibious transport dock converted for Gulf staff duty, arrived at Mina Sulman pier as the MidEastFor flagship, Aug. 24, 1972.

Nicknamed "The Great White Ghost of the Arabian Coast" because of her color, *LaSalle* became a familiar site in the Middle East. Unlike the powerful 6th or 7th Fleet's primary mission of deterrence in the Mediterranean or Western Pacific, *LaSalle* and the small MidEastFor's peacetime mission was focused more toward building good relations. The force's role included "showing the flag" to generate goodwill and promote mutual understanding, and serving as the "tip of the spear" of United States presence to counter an aggressive Soviet Navy expansion in the region.

Photo by PH1(SW) Jeff Elliot

Left: An Iranian oil platform ablaze following an attack by U.S. ships in October 1987. Above: USS *Hawes* (FFG 53) leads the re-flagged Kuwaiti tanker *Gas King*, USS *William H. Standley* (CG 32) and USS *Guadalcanal* (LPH 7) through the Persian Gulf during a 1987 Operation *Earnest Will* escort mission.

The 1970s brought increasing problems to a region already volatile with feuds stemming from centuries-old tribal disputes and the Arab world's rejection of Israel's right to exist. The Arab-Israeli War of 1973 caused rioting in Saudi Arabia and Bahrain, heightening tensions and anti-American sentiment for their ties to Israel. U.S. Navy ships stood ready to evacuate. After the tension passed, then-President Jimmy Carter, recognizing the importance of the region, negotiated for additional ports and other facilities.

Turmoil erupted again in February 1979 after fundamentalist mobs in Iran, led by the Ayatollah Khomeini, ousted Shah Mohammed Reza Pahlavi from power. In the confusion, thousands of potential victims, including American citizens, fled Iran. Six Navy ships carried more than 400 people, including 220 Americans, from ports in southern Iran.

During the 1979-1981 Iranian hostage crisis, nearly 30 U.S. ships were on constant patrol in the region, including one carrier battle group in either the Indian Ocean or North Arabian Sea. Carter ordered USS *Nimitz* (CVN 68) battle group to the Indian Ocean to attempt a joint-service rescue of the 52 American hostages. Eight Americans were killed and five others wounded April 24, 1980, during the ill-fated rescue attempt.

National defense policy changed in 1980 when the Carter doctrine altered the role of deterrence in the Middle East to active defense of littoral countries. Defense responsibilities, which had passed from Britain to Iran during the past 30 years, fell to the United States for the first time after the Gulf states feared expansionistic tendencies of Iran's new Islamic fundamentalist regime under the Ayatollah.

Events in the Middle East convinced Carter that America required a means of rapid response to regional trouble spots. As a result, MidEastFor was placed under a new unified Rapid Deployment Force (RDF) in October 1980, and tied to contingency plans during crisis situations. In January 1983, as the Iran-Iraq war entered its third year, the RDF became United States Central Command (USCentCom), based at MacDill Air Force Base, Fla.

After 10 months of intermittent skirmishes over the Shatt al-Arab waterway, Iraqi fighter-bombers attacked 10 Iranian airfields, including Teheran airport, Sept. 22, 1980, launching a war that would last eight years. By 1982, more than 100,000 people had died in a war that cost each side $1 billion a month and devastated both countries' oil industries. Both belligerents launched attacks on neutral merchant vessels transitting Gulf waterways, prompting several Gulf states to seek protection from foreign navies.

On Nov. 1, 1986, Kuwait announced that it would seek international protection for its ships in the Persian Gulf. The United States offered to protect 11 Kuwaiti tankers Mar. 7, 1987. Kuwait accepted.

The Iran-Iraq war's effect on the region enveloped the U.S. Navy, May 17, 1987, when an Iraqi aircraft fired two *Exocet* missiles, killing 37 sailors and wounding 21 others aboard USS *Stark* (FFG 31). Iraq apologized, claiming "pilot error."

American units had already found a dozen mines in Persian Gulf shipping lanes when the Navy began escorting re-flagged Kuwaiti tankers during Operation *Earnest Will* in July 1987. During the very first escort mission, an Iranian mine ripped into the re-flagged supertanker *Bridgeton*. That first month, three tankers hit mines, a Navy F-14 fired two missiles at an Iranian F-4 (but missed) and minesweeping operations by helicopters towing countermeasures sleds began.

Later that month, U.S. forces captured the Iranian minelayer *Iran Ajr* while it was deploying bottom-moored mines in international transit lanes. Nine mines were found aboard the vessel before Navy gunfire sank the craft. U.S. helicopters repelled an attack by Iranian speedboats, and U.S. naval gunfire destroyed the Rostam oil platform in retaliation for an Iranian missile attack on a U.S.-flagged tanker.

Right: Saudi Arabia's King Abdul Aziz Ibn Saud boards a U.S. Navy destroyer in March 1945 to sail to the Suez Canal for a meeting with President Franklin D. Roosevelt. Below: Iranian contact mines captured aboard the minelayer *Iran Ajr* in 1987.

On April 14, 1988, watchstanders aboard USS *Samuel B. Roberts* (FFG 58) sighted mines floating in the Persian Gulf approximately one-half mile from the ship. General quarters sounded, and *Roberts* backed away from the minefield. Twenty minutes after the sighting, *Roberts* struck a submerged mine, nearly ripping the warship in half. Working feverishly for seven hours, the crew was able to stabilize the ship. Only 10 crewmen were injured severely enough to require medical evacuation.

Three days later, forces of the now-Joint Task Force Middle East executed the American response — Operation *Praying Mantis*. During a two-day period, Navy, Marine Corps, Army and Air Force units under the command of RADM Tony Less destroyed two oil platforms used by Iran to coordinate attacks on merchant shipping, sank or destroyed three Iranian warships and neutralized at least six Iranian speedboats. Operation *Praying Mantis*' success proved the validity of joint-service operations in the Middle Eastern theater — a prelude to the diverse coalition effort during Operations *Desert Shield/Storm*.

Three months later, after battling Iranian gunboats suspected of attacking merchant shipping, tragedy struck when USS *Vincennes* (CG 49) shot down an Iranian commercial airliner, mistaking it for an Iranian F-14, killing 290 persons aboard. *Vincennes* issued several unacknowledged and unanswered warnings before firing.

Within two months, Iran and Iraq reached a fragile agreement to end hostilities — a "gentleman's agreement" that still held at the time of this publishing.

At the height of the Iran-Iraq war, MidEastFor was composed of more than 12 ships — twice the usual number. That force, augmented by mine countermeasures teams and special warfare units, together with rotating carrier battle groups deployed to the North Arabian Sea, made up America's largest deployed naval presence since the Vietnam era. The Navy's Administrative Support Unit contingent in Bahrain soared from less than 100 personnel to more than 800.

Photo by PH3 Henry Cleveland

By the end of 1989, Navy presence in the Middle East had drawn down to the normal flagship and four or five other ships, monitoring the again-busy transit lanes of the Gulf, with an occasional aircraft carrier battle group on station in the Indian Ocean. United States maritime forces clearly benefited from years of operations in the harsh operating environment of the Middle East independent of major support bases.

With no permanent U.S. bases in the Middle East area, the Navy's forward-deployed ships became ever-important during the next two years as the United States struggled to maintain stability in the Persian Gulf region.

On Aug. 2, 1990, five U.S. warships and the flagship *LaSalle* were inside the Persian Gulf, ready to respond to their taskings on the night Iraq invaded Kuwait — once again the first forces on-scene and, as always, the last to leave. □

Desert Shield sealift

Bringing beans, bullets and bandages

To comply with President Bush's orders for the massive troop, aircraft and ship deployment of Operation *Desert Shield*, Navy and civilian merchant marine sailors aboard Military Sealift Command's (MSC) sealift force rushed into action.

Within hours of the Aug. 8 deployment order, maritime pre-positioning ships (MPS) from Guam, Saipan and Diego Garcia headed full-steam for the Middle East, loaded with necessary supplies and equipment.

As in previous large logistic support operations during World War II, the Korean conflict and the Vietnam War, more than 95 percent of the heavy equipment, ammunition, fuel and other supplies for Operations *Desert Shield/Storm* had to go by sea. The strategic sealift crisis mission-falls into two categories: surge shipping during the initial mobilization and resupply or sustainment shipping.

The first three ships of MPS Squadron 2 raced from their Diego Garcia homeport to reach Saudi Arabia Aug. 15, marking the first use of the MPS concept in actual military operations. Within four days of their arrival in the port of Jubail, Navy cargo handlers averaged 100 lift-hours per day to offload more equipment and supplies from the three 755-foot ships than could have been moved by 3,000 C-141 cargo flights.

The 16,800 Marines of the 7th Marine Expeditionary Brigade (MEB), a component of the 1st Marine Expeditionary Force (MEF), arrived via the Military Airlift Command. They married up with the MPS equipment and were ready for combat by Aug. 20 — the first heavy ground combat capability in theater.

Five ships of MPS Squadron 2 brought the essentials to support the 7th MEB Marines for 30 days of combat — food; water; fuel; millions of pounds of aviation, artillery and small arms ammunition; batteries; construction materials and medical supplies. The balance of the 1st MEF Marines' gear arrived from Guam aboard four ships of MPS Squadron 3.

MSC's eight fast sealift ships (FSS), the fastest cargo ships in the world, sped toward the Middle East at an average of 30 knots, their cargo holds bursting with 91,000 tons of equipment for the Army's 24th Infantry (Mechanized) Division, 1st Corps Support Command and other units.

Although normally on 96-hour standby, the first FSS, USNS *Capella* (T-AKR 293), was ready to deploy in only 48 hours. The next two FSSs were less than 48 hours behind *Capella*.

MSC ship USNS *Regulus* (T-AKR 292), another FSS, carried a typical load of more than 700 Army vehicles, including M-1 Abrams tanks, Bradley infantry fighting vehicles and fuel trucks.

Ten afloat pre-positioning force (APF) ships carrying Army and Air Force equipment, fuel and supplies also headed for Middle East waters. Aboard the APF ship

Photo by PH1(AC) Scott M. Allen

M-1 Abrams battle tanks line the pier in Savannah, Ga., for loading aboard the cargo ship USNS *Algol*.

MV *Noble Star*, the sprawling, 28-acre Fleet Hospital 5 was stored in more than 400 international standardized containers. The containers were soon unloaded in the first-ever deployment of the Navy's fleet hospital concept.

In addition, MSC called on 40 Ready Reserve Force ships to provide needed surge sealift to sustain the support for U.S. forces in Saudi Arabia. Civilian mariners answered the call as crews were quickly assembled.

MSC also chartered commercial ocean vessels to manage the flow of bullets and beans to waiting troops in Saudi Arabia. After Iraq was suspected of deploying ship-killing mines in the northern Persian Gulf, MSC contracted the heavy-lift ship *Super Servant III* to transport three U.S. Navy minesweepers and the newly-commissioned mine countermeasures ship, USS *Avenger* (MCM 1), to the region.

USNS *Mercy* (T-AH 19) and USNS *Comfort* (T-AH 20), 1000-bed floating hospitals, went from reduced operational status to fully-operational status within five days of the *Desert Shield* deployment order. They were staffed by nearly 2,500 Navy doctors, nurses and corpsmen from Navy medical facilities on both coasts.

"It shows the world that the United States is prepared to meet contingencies and protect its interests anytime, anyplace," said VADM Frank Donovan, MSC commander. "Both the government-owned and the commercial vessels in this operation have met the challenge of transporting military equipment to the contingency area in record time."

By September, more than 100 MSC ships were supporting the movement of Operation *Desert Shield* equipment. More than 100,000 U.S. military personnel and their equipment had been deployed to Saudi Arabia and the surrounding area in the first 30 days. Maritime superiority, assured by U.S. Navy forces, made possible the safe rapid deployment of MSC and civilian charter vessels.

When sealift phase one ended in mid-December, more than 180 ships assigned to or chartered by MSC were participating in the high-speed effort. The operation had transported nearly 7 billion pounds of fuel as well as 2.2 billion pounds of cargo. They had moved more cargo farther and faster than any time in history.

Phase two, which involved 220 ships under MSC's control, immediately promised to be a larger operation. The first few weeks of raging storms and nearly 40-foot seas did not slow the largest sealift effort since World War II. By March, an average of 84 million pounds of military cargo was arriving in Saudi Arabia each day.

That average contrasted sharply to the 57 million-pound daily average during the 37-month-long Korean conflict and the 33

Right: A Marine takes a break during MPS offloads in Jubail, Saudi Arabia. Below: Marine high-mobility multi-wheeled vehicles board a cargo ship in Saudi Arabia for the trip home.

million-pound daily average to the Pacific theater during World War II.

In the last week of December, dozens of ships pulled into Northern European ports to on-load U.S. Army equipment destined for the Middle East. To get there, crewmen braved rain and sleet driven by 50 to 60 knot winds and 36-foot seas. Despite the rough weather, this important cargo completed its 6,500-mile journey in time for Operation *Desert Storm*.

MSC's Herculean effort included moving more than 2,000 tanks, 2,200 armored vehicles, 1,000 assorted helicopters, hundreds of self-propelled howitzers and other equipment for the Army alone. Hundreds of additional aircraft, trucks and other combat equipment were also transported for the Marines and Air Force.

Tons of equipment for three Navy Fleet Hospitals, including ambulances, generators and other support gear, also traveled around the world to ensure the best medical care would be available. Nearly 12 billion pounds of fuel and hundreds of millions of pounds of ammunition also arrived.

With the exception of the Allied invasion of Normandy, which called for more than 20,000 vehicles and more than 176,000 troops to assault five beaches in two days — an effort that took two years of preparation — sealift for *Desert Shield/Storm*, with no prior buildup at all, is the largest and fastest sealift to a single operating area in the history of warfare. It was also the farthest, with the average voyage covering nearly 8,700 miles.

"I couldn't have asked more from our ships and personnel," Donovan said. "They did a superb job." Donovan attributed the sealift success to an unprecedented atmosphere of teamwork among MSC's 9,000 civilian workers, the nation's maritime industry, merchant marine sailors and military men and women, both active and reserve.

"Together," Donovan said, "we delivered the goods." □

Sealift: Investments of the '80s pay off

The major deployment of U.S. troops, aircraft and ships to the Middle East shifted the Military Sealift Command (MSC) into high gear. The MSC mobilization effort proved that the Navy's multi-billion dollar investment of the 1980s into strategic sealift was worth every penny.

Until 1978, the primary sealift mission was to move men and equipment to Europe to defend against a Soviet/Warsaw Pact attack. The central front would be 3,600 miles away and supported by 400 NATO allied merchant vessels, as well as an active U.S. Merchant Marine that numbered 578 major ships in 1978.

The mission also assumed adequate warning time. No one predicted that those 578 ships would dwindle to 367 in the next 12 years.

The Iranian crisis and Soviet invasion of Afghanistan in the late 1970s placed renewed emphasis on rapid deployment forces. These events forced planners to focus on remote contingencies in distant regions, such as Southwest Asia, in addition to the NATO-Soviet mission in Europe.

The Navy and Defense Department recognized serious deficiencies in sealift capability were developing. Fast cargo ship and pre-positioning programs were primary considerations as planners weighed the possible contingencies of the 1980s and 1990s.

After a comprehensive examination by the Navy, Marine Corps, Center for Naval Analyses and Office of the Secretary of Defense, the maritime pre-positioning ship and afloat pre-positioning force programs were approved in 1980. The importance of strategic sealift capability was formally recognized in 1984 when the Secretary of the Navy gave it equal status with the Navy's three other main functions, sea control, power projection and strategic deterrence.

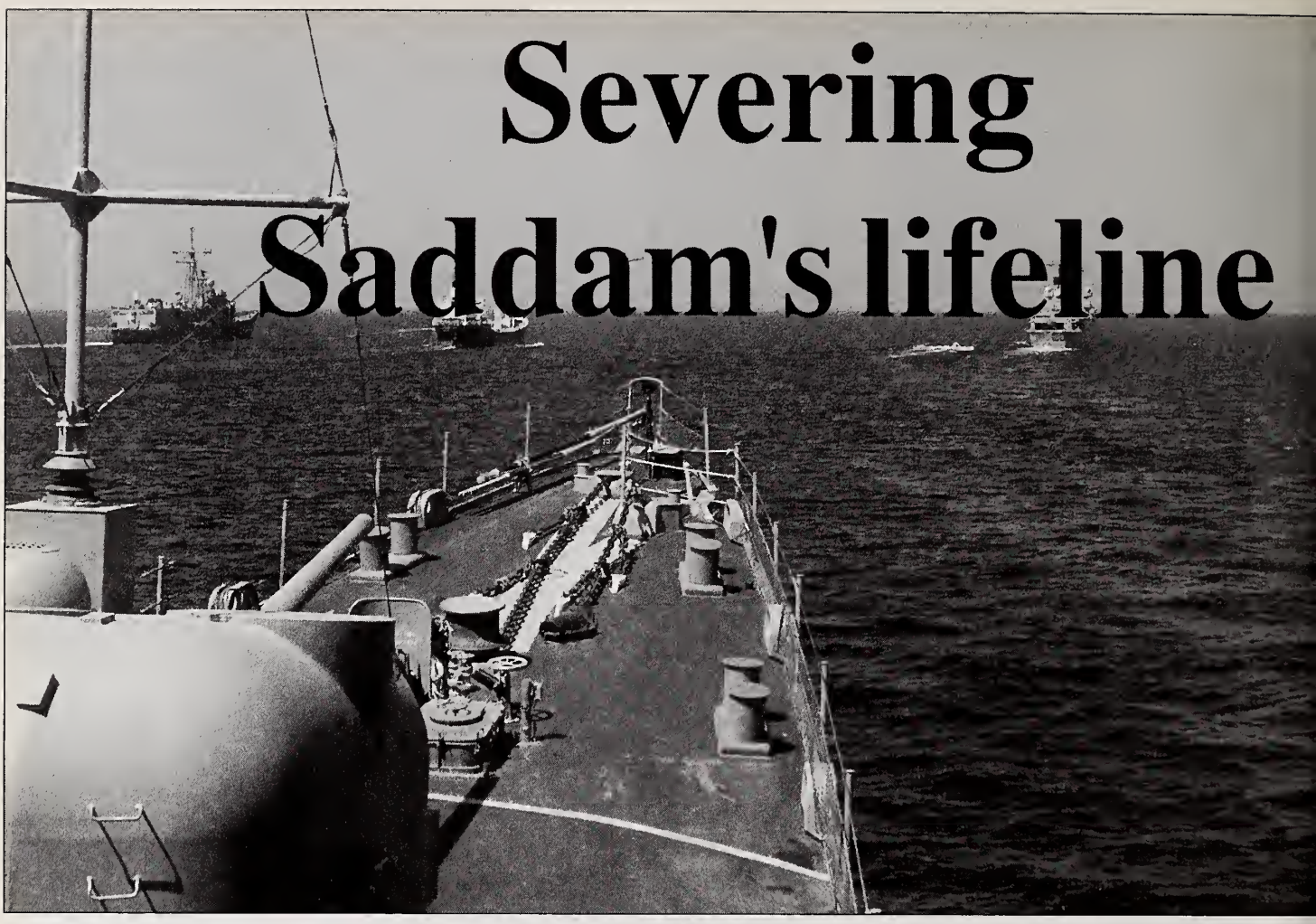
The Navy has invested more than $7 billion on the sealift improvement effort to provide maximum transport capability and medical support with minimum delay. For this amount, the following ships have been purchased or long-term leased: 96 Ready Reserve Force, 13 maritime pre-positioning force, 13 afloat pre-positioning force, 8 fast sealift, 2 hospital and 2 aviation logistics support.

The *Desert Shield* sealift response showed that the Navy's investment has paid off handsomely. □

Photo by JO2(SW) Joe Bartlett

Marine Corps light armored vehicles line the pier alongside the maritime pre-positioning ship *PFC Dewayne T. Williams* (T-AK 3009) in Jubail, Saudi Arabia.

Severing Saddam's lifeline



Maritime interception controls the flow to Iraq

President Bush's commitment of U.S. forces to the Middle East posed a great challenge — prepare for war halfway around the world. Control of nearly 250,000 square miles of sea lanes in and around the Middle East transformed the Navy's mission from monitoring U.S.-flagged ships to enforcement of economic sanctions against Iraq.

As Saddam Hussein's 100,000-strong, battle-seasoned invasion force crossed Iraq's border with Kuwait Aug. 2, 1990, USS *Robert G. Bradley* (FFG 49) was patrolling the Gulf less than 50 miles off the Kuwait coastline, one of eight warships assigned to the Middle East Force (MidEastFor).

"We heard pleas for help from Kuwait over the bridge-to-bridge radio over and over again," said LTJG Ted Anderson, *Bradley*'s combat systems officer. "It made us realize just how real it was."

Bradley manned battle stations at first word of the Iraqi invasion to guard against possible attack by air or sea. Six days later, *Bradley* and her fellow MidEastFor warships became the "tip of the spear" of Operation *Desert Shield*.

After around-the-clock diplomatic arm wrestling, the permanent member nations of the U.N. Security Council passed Resolution 661, authorizing multinational naval vessels to begin enforcing sanctions against Iraq. Lookouts aboard U.S. ships patrolling the Persian Gulf, Gulf of Oman and Red Sea scoured the horizon in a constant vigil, eyeing merchant vessels transitting vast shipping lanes. The main mission of these ships: stop Iraq's economic lifeblood from flowing through Middle East waters.

That lifeblood was oil, responsible for 95 percent of Iraq's revenue, and was already slowed with the shutting off of Iraqi pipelines to Turkey and Saudi Arabia. Tankers loaded with Kuwaiti crude were essentially paralyzed in port as coalition naval forces massed inside the Persian Gulf and the allied economic strangle-hold tightened around Saddam's neck.

Highly dependent on imports of food, medicine and spare parts, as well as exports of oil, the allied punch was hard and swift, affecting Saddam's warfighting sustainability as well as his troops' will to fight.

Overall coordination of the maritime interception forces fell to RADM William M. Fogarty, commander, MidEastFor. Under the U.N. guidelines, Fogarty and his staff laid plans to prevent trade with Iraq and Kuwait, except for supplies intended strictly for medical purposes and, in humanitarian circumstances, foodstuffs. An early alternative to war, Fogarty's forces soon captured the world's attention as they demonstrated the international rejection of Iraq's aggression against tiny Kuwait.

Photo by PH1(AC) Scott M. Allen

Left: USS *Goldsborough*, HMAS *Darwin* and HMS *Brazen* (F 91)surround the Iraqi tanker *Tadmur* in the North Arabian Sea prior to boarding for cargo inspection. Right: STG2 Robert Johnson mans a 25mm chain gun while STG3 Dan Gelaghty spots for his gunner aboard USS *Antietam* (CG 54).

Battle group and destroyer squadron commanders in the Red and North Arabian Seas controlled the operations directly as thousands of merchant vessels were tracked, challenged, identified, warned, then boarded and diverted if found in violation of sanction guidelines. The complexities of the mission kept sailors huddled around high-tech instrument displays throughout the Middle East, tracking each "skunk" until lookouts around the ships spotted the unidentified vessel.

Challenges began over radios aboard warships, P-3s flying maritime patrols, embarked helicopters or tactical aircraft flying combat air patrols, to identify the vessel, its point of origin, destination and cargo. Information from satellite imagery, radar, intelligence, shipboard computer data bases and public shipping records was used to corroborate ship ownership and other facts while masters were queried via radio. After determining the vessel was not a threat, not bound for a belligerent's border and not carrying war goods, the merchants were sent on their way.

From the first days of the maritime intercept mission, warships like USS *John L. Hall* (FFG 32), the first ship to challenge a merchant vessel, averaged 10 challenges daily — a process that became more determined following the approval of military force to ensure merchants complied with the sanctions.

Early on in the interception effort, some Iraqi merchant masters appeared as obstinate as their leader. On Aug. 18, 1990, two days after the interceptions began, the first shots of Operation *Desert Shield* were fired across the bow of an Iraqi tanker that refused to alter its course after being directed to do so by the guided-missile frigate USS *Reid* (FFG 30).

A short time later, *Bradley*'s commanding officer, CDR Kevin J. Cosgriff, ordered three rounds fired from his 25mm chain gun to persuade the Iraqi tanker *Babr Gurgr*'s master to divert his course. The shots ripped the surf in front of the merchant's bow but failed to convince the master, and *Bradley* followed the vessel throughout the night, handing it off to USS *Taylor* (FFG 50) in the Gulf of Oman.

As *Bradley* and *Taylor* followed their charge, a USS *England* (CG 22) boarding team became the first to climb over the side of a merchant vessel, the Chinese freighter *Heng Chung Hai*, for cargo and manifest inspection. After a short period at anchor in the Red Sea, *Heng Chung Hai* was allowed to proceed to Iraq. USS *Scott* (DDG 995) ordered the Cypriot merchant *Dongola* away from the port of Aqaba that same day after the vessel's master admitted carrying cargo bound for Iraq. The master complied without the need for a boarding in *Desert Shield*'s first diversion.

England, *Scott* and *Bradley*'s actions demonstrated the U.S. resolve to enforce sanctions from the very first days of the interception mission. "It was the sort of signal we wanted to send at that time," Cosgriff explained.

That signal became stronger Aug. 31 when a team from the cruiser USS *Biddle* (CG 34) boarded the first Iraqi merchant vessel as it headed for Aqaba, Jordan, from the Red Sea. U.S. personnel boarded the *Al Karamah* to inspect the manifest and holds for cargo that violated the U.N. sanction guidelines. A search found the vessel empty, and *Biddle* allowed *Al Karamah* to proceed.

In the early morning hours of Sept. 4, CAPT James A. Reid brought the crew of USS *Goldsborough* (DDG 20) to general quarters for the first seizure of an Iraqi vessel.

Tension-filled hours followed as a boarding team led by *Goldsborough*'s newly-embarked Coast Guard law enforcement detachment (LEDet) — one of 10 Coast Guard interdiction units aboard Navy warships during *Desert Shield* — scaled the Basra-bound Iraqi merchant *Zanoobia*'s accommodation ladder.

"The LEDet hadn't been aboard but a few minutes when we realized that the Coast Guard had corporate knowledge we needed badly," said LCDR David Paterson, *Goldsborough*'s executive officer. Paterson acted as assistant boarding officer while Coast Guard LTJG John Gallagher led the way aboard the Iraqi merchant. The Coast Guard experts, seasoned by their experience in drug interdiction boardings, were essential in providing training to Navy boarding teams in Middle East waters.

Zanoobia's holds carried tea — enough to supply the entire population of Iraq for a month — and the Iraqi merchant was requested to divert his course to another port outside the Gulf. The master was unwilling to divert, and the decision was passed down the U.S. chain of command to take control of the ship.

Gallagher informed the master, and, after shouting defiantly, the Iraqi captain finally fell silent and relinquished control to the boarding team. "There was a conflict of wills there," Paterson said. "But we had the visible means of carrying out our will and he didn't. The nice thing was, we never had to resort to that."

Goldsborough crewmen were brought aboard to take *Zanoobia* to the port of Muscat, Oman, where Iraqi diplomats boarded and advised the master to return to his point of origin. Seaman David Lee Handshoe, who took over *Zanoobia*'s helm, said his adrenalin

Above: *Goldsborough*'s boarding team, led by members of an embarked Coast Guard law enforcement detachment, approaches the Iraqi freighter *Zanoobia* in the North Arabian Sea prior to seizure and diversion to its point of origin. Right: USS *Mississippi* boarding team members Coast Guard GMC John Hagy and Navy STG3(SW) Ed Yarborough conduct a cautious search aboard a merchant in the Red Sea.

was pumping as he steered for the Omani coast. "It's a little exciting to know that you're part of history," he said.

Gallagher and his LEDet team left *Goldsborough* to go aboard the frigate USS *Brewton* (FF 1086), where they participated in another historic encounter Sept. 14 — the first multinational boarding of an Iraqi vessel.

After 24 hours of radio negotiations with the master of the Iraqi tanker *Al Fao*, the Basra-bound merchant finally slowed in the Gulf of Oman after *Brewton* and the Australian frigate HMAS *Darwin* (F 04) fired warning shots across her bow. The boarding marked two other milestones — the first to follow warning shots and the first on the open sea in the dead of night.

Brewton commanding officer, CDR Craig Kennedy, brought his 278-man crew to battle stations after drawing within visual range of *Al Fao*. Constant communication up and down the U.S. and Australian chains of command kept military leaders apprised of the situation throughout the operation. When it became apparent *Al Fao* would not agree to stop, the decision was made to proceed to the next step in the interception procedure. One hundred .50-caliber rounds later, *Darwin* followed her American counterpart's lead with short bursts of fire ahead of the target. As *Al Fao* suddenly slowed, both warships launched their boarding teams.

A 13-man team of four Coast Guardsmen, five *Brewton* sailors and four Australians climbed more than 60 feet to the vessel's accommodation ladder and onto the tanker's main deck. A veteran of more than 500 drug interdiction boarding missions, Gallagher and his team explained that this boarding was tension-filled because of the measures taken to stop the vessel.

"Going through the boat was probably the most stressful part because you didn't know what was behind every door," said LEDet member Quartermaster 2nd Class James Lecomte, who led his Australian counterparts through the sweep of *Al Fao*'s holds. "We didn't know if it was going to be a regular boarding or if someone would be waiting for us." No one waited for them on the empty vessel, and *Al Fao* was sent on her way to Basra.

Brewton boarding team members echoed concerns about remaining alert during a boarding scenario to avoid an incident.

"We're not going over there to swing across signal halyards with sabres in our teeth, to hack and slash until they stop, leaving a burning hulk," said QM1 Ken Shubick. "The 'powers that be' have gone to great lengths to have confidence in the knowledge that we're not an assault team."

"It's a touchy situation," said Machinist's Mate 1st Class Timothy Eckert. "The possibility of us moving Hussein's trigger finger is something that's on our minds at all times."

Warships in the North Arabian Sea soon quartered all shipping headed for ports in Kuwait or Iraq, leaving warships in the crowded Red Sea the busiest of the intercept force as vessels headed to Aqaba, Jordan, to try and offload Iraqi contraband for overland shipment. In all, 45 of the 51 merchant diversions through the first week of March were conducted in the Red Sea.

While Coast Guard LEDet teams and Navy personnel performed the bulk of merchant boardings, Navy SEALs and Marines boarded some vessels considered potentially dangerous due to their origins, the crews' attitudes or other circumstances.

At Christmas, intercepts neared 6,000, with 713 vessels already boarded by U.S. and multinational boarding teams. Tensions rose in the Gulf of Oman when an Iraqi merchant, *Ibn Khaldoon*, carried not only sugar, milk, spaghetti and tea en route for Umm Qasar, but also hosted nearly 250 passengers later identified as "peace activists" protesting the embargo of Iraq by trying to break through the "blockade" with prohibited cargo.

A boarding team of Marines and SEALs arrived via helicopter from the amphibious ships USS *Trenton* (LPD 14) and USS *Shreveport* (LPD 12) while a multinational boarding team of U.S. and Australian personnel from the destroyers USS *Oldendorf* (DD 972), USS *Fife* (DD 991) and HMAS *Sydney* (F 03) arrived via small boat to inspect the vessel's spaces.

The activists attempted to interfere with the boarding teams by

Photo by PA1 Chuck Kahrbach

forming a human chain to obstruct the team's passage. Team members fired shots into the air after several protesters grabbed for their weapons. Boarders also used smoke and noisemaker grenades for crowd control. No one was injured, but it marked the only time to date that boarders had fired their weapons. After inspectors located the prohibited cargo, the vessel that activists had dubbed the "peace ship" was escorted to Muscat, Oman.

The early and continued success of the maritime intercept force was a reminder of the effectiveness of surface forces, just by their presence, to maintain control of the sea. U.S. and allied naval blockades during the War of 1812, Civil War and World Wars I and II were key to isolating the enemy by cutting off supply lines. The 1962 quarantine during the Cuban missile crisis prevented deployment of Soviet ballistic missiles capable of striking key U.S. population centers and military sites.

The high degree of coordination exhibited by the multinational naval force in enforcing sanctions reflected years of peacetime training and cooperation between the United States and her allies. Building on the experience of Operation *Earnest Will* escort missions during the Iran-Iraq war, the Navy and coalition partners paved the way for success in *Desert Shield/Storm*.

The coalition's naval effort to stop Iraq's ocean lifeline of supplies and ability to interact in world markets assured there would be no resupply of war goods for the Iraqi army and no outflow of oil to supply Iraq with hard currency. Though not always an exciting, headline-grabbing mission, it proved highly-effective in keeping pressure on Saddam Hussein while solidifying the international coalition.

"The very quiet, very professional way [the Navy] put that embargo on — which continues to this day, out of sight, but very, very effective — may be one of the most important things we did," said Gen. Merrill McPeak, U.S. Air Force chief of staff.

Saddam Hussein's lack of concern for his people's suffering was the greatest obstacle to effect an Iraqi withdrawal from Kuwait through the maritime embargo. The failure of a political solution through the first 177 days of Operation *Desert Shield* caused coalition leaders to add offensive operations to the menu of options being played out against Iraq.

The multinational maritime interception force continued its already demanding mission as the coalition's *Shield* transformed into a *Storm*, with the first volley of *Tomahawk* cruise missiles rocketing from shipboard launchers with a fiery belch. According to on-scene commanders, USS *San Jacinto* (CG 56) began the air war from the Red Sea with the combat launch of a *Tomahawk* in the first hours of Jan. 17. Minutes later, USS *Bunker Hill* (CG 52) led the Navy's *Tomahawk* assault against Iraqi targets from the Gulf.

While the air war raged on, maritime intercepts continued inside Middle East waters, especially the northern Red Sea, where cargo was meticulously inspected for Iraq-bound materials headed for Jordan, one of Iraq's strongest sympathizers throughout the crisis.

President Bush's halt of the ground assault Feb. 28 signified the end of hostilities for land and air forces, but the maritime interception force's demanding mission continued unabated to keep pressure on Iraq should the enemy's force pursue any further goals. As U.N. members haggled over terms of a permanent cease-fire in the Gulf and ships received their redeployment orders, the busy shipping lanes were flooded with merchants, still challenged by coalition warships in case Iraq tried to re-arm.

The U.N. passed relaxed restrictions on food to civilian groups in Iraq March 22, but food for the Iraqi military was still prohibited, complicating interception efforts. The committee authorized material related to food and medical supplies. Medicine, as it was from the beginning, was exempt from sanctions.

As shipping resumed its normal peacetime level, the now-smaller interception force adjusted its mission to allow the flow of non-prohibited material to Iraqi, Jordanian and Kuwaiti ports, while barring goods that could bolster Iraq's military machine.

"The evidence is clear that the naval enforcement of U.N. sanctions against Iraq was a major factor in demonstrating to the world that the allies could form an effective military coalition," said ADM David E. Jeremiah, Vice Chairman of the Joint Chiefs of Staff. "Even though hostilities are suspended, naval forces continue to enforce U.N. sanctions so that Iraq cannot reconstitute its armed forces."

Over a ten-month period, more than 165 ships from 14 allied nations challenged more than 10,000 merchant vessels, boarded nearly 1,500 merchants to inspect manifests and cargo holds and diverted 76 for violation of sanction guidelines through May 20. U.S. boarding teams conducted 685 of those boardings, with several conducted by combined U.S.-allied boarding teams.

Operations *Desert Shield/Storm* proved once again the value of a forward presence that had U.S. Navy ships on-scene and ready for any tasking the very day of the Iraqi invasion. As *Desert Storm* calms, that mission continues as always, with sailors acting diligently as the instrument of the United States' control of the seas. □

Hard Rain

Desert Storm *brings nasty weather*

Naval aviation soared smack into the eye of *Desert Storm* as Navy and Marine Corps pilots, aircrews and support personnel launched part of the most powerful and successful air assault in the history of modern warfare.

From "H-hour" Jan. 16 when the air campaign began, to the end of offensive combat operations 43 days later, gold-winged Navy and Marine aviators and their warbirds helped ensure the United States military and its coalition partners owned the skies over Iraq and Kuwait.

Screaming into the air from six carriers and various amphibious ships at sea, as well as ground bases and makeshift airstrips in the Saudi sands, Navy and Marine fixed- and rotary-wing aircraft were an integral part of the coalition's aerial effort to oust Saddam Hussein's forces from Kuwait and cripple Iraq's war-making capabilities.

Of the more than 112,000 sorties flown by coalition aircraft during the war with Iraq, Navy and Marine aircraft flew close to 38,000. Sea-service pilots flew 23 percent of the combat strike sorties which was in direct proportion to their numbers in the allied air inventory (Navy - 16 percent, Marine Corps - 7 percent).

More than 1,086 Navy and Marine Corps aircraft — including the Navy's F-14 *Tomcat*s, F/A-18 *Hornet*s, A-6 *Intruder*s and the venerable A-7 *Corsair*s, as well as Marine Corps AV-8B *Harrier*s and *Hornet*s — joined the U.S. Air Force, Army and their coalition partners to knock out the eyes, ears and brains of the Iraqi military machine.

At around 3 a.m. (Gulf time) Jan. 17, the forces of the Iraqi military received a rude awakening courtesy of coalition bombs and missiles as Operation *Desert Shield* turned into a violent *Storm*.

In a blitz led by more than 100 *Tomahawk* cruise missiles fired from nine Navy ships in the Persian Gulf and Red Sea, wave after wave of coalition aircraft — including those flown by Navy and Marine pilots — began hammering strategic targets inside both Iraq and Kuwait, signaling the start of offensive combat operations.

After blinding the enemy's early warning systems with strikes by Navy and Marine EA-6B *Prowler*s and destroying critical radar sites with high-speed, anti-radiation missiles (HARMs) fired from Navy and Marine Corps tactical aircraft and Air Force

Photo by PH2 Charles W. Moore

Photo by LCDR Dave Parsons

Above: An F-14 *Tomcat* readies for launch aboard USS *John F. Kennedy*, one of six carriers serving during Operation *Desert Storm*. Left: Laser-guided bombs line *Kennedy*'s flight deck prior to loading aboard Iraq-bound A-6E *Intruders*. Opposite page: An A-7E *Corsair* from Light Attack Squadron 72, assigned to *Kennedy*'s embarked Carrier Air Wing 3, approaches Iraqi targets loaded with *Desert Storm*'s "hard rain" — Mk 82 500-pound bombs.

F-4 *Wild Weasels*, allied aircraft poured into Iraq and began bombing command and control centers, *Scud* missile launchers and nuclear, biological and chemical weapons factories and sites. The Navy-Marine Corps team launched more than 80 percent of the HARMs that cleared the way for coalition strike planes to attack.

In those early hours of the war, Navy and Marine pilots joined in the destruction of Iraq's air and naval forces, anti-air defenses, ballistic missile launchers, communications networks, electrical power facilities and more. Along with their allied partners they inflicted heavy military losses with precision bombing from high-tech aerial weaponry, while at the same time causing remarkably low civilian casualties.

This loud and resounding attack signaled the beginning of the end for the Iraqi occupation of Kuwait — a signal which reverberated off the decks of the aircraft carrier USS *Ranger* (CV 61). At H-hour, the "William Tell Overture" blared from every speaker aboard the carrier. The overture marked the first combat air strike launched in nearly 20 years from the San Diego-based aircraft carrier which earned 13 battle stars for service in Vietnam. That overture would be played day and night, more than 160 times, as *Ranger* and the pilots and crews of Carrier Air Wing 2 contributed 4,200 sorties during *Desert Storm*.

"It reminded 5,000 men that the war was continuing," said RADM R.J. Zlatoper, commander, Carrier Group 7. In all, more than 60 carrier-based squadrons were deployed for the war.

At the same time, on a land-based flightline in the Persian Gulf, more than 50 aircraft from Marine Aircraft Group 11 roared into the pre-dawn darkness en route to targets inside both Iraq and Kuwait. The "flying leathernecks" were the first Marines among many to strike.

"There was actually some disbelief [among some Marine pilots] that we were actually going to kick the thing off," said Maj. Dave F. Goold, executive officer of Marine Fighter-Attack Squadron (VMFA) 451 who flew in the first wave. "But once we crossed the border there was no doubt in anyone's mind."

After seeing the Baghdad skies filled with smoke and fire from allied strikes and hearing the sounds of jet-propelled freedom fighters, Saddam Hussein couldn't have doubted it either.

During the first three weeks of the air campaign, Navy and Marine Corps units contributed more than one-third of the 42,000 sorties flown.

The main Navy effort was mounted from six carriers operating in the Red Sea and Persian Gulf. USS *America* (CV 66) and USS *Theodore Roosevelt* (CVN 71) departed Norfolk Dec. 28, 1990, reaching Middle East waters just in time for the beginning of *Desert Storm*. The two joined USS *Midway* (CV 41), USS *Saratoga* (CV 60), USS *John F. Kennedy* (CV 67) and *Ranger* in the theater of operations.

E-2C *Hawkeyes* and S-3 *Vikings* screamed off catapults around-the-clock in concert with P-3C *Orions* and coalition airborne early warning aircraft (AWACs) to keep track of Iraq's fleet of tactical aircraft and provide air traffic control. Navy and Marine aircraft flew continuous combat air patrols to protect ships and

Above: *Harrier* jump jets come in for a landing aboard USS *Nassau*. Right: An F-14 *Tomcat* catapults off USS *Independence* in the North Arabian Sea. Opposite page: Nose art on a *Corsair* aboard USS *John F. Kennedy* indicates the aircraft's "hits."

airfields, as well as provide reconnaissance and valuable training time. These aircraft, kept aloft by KA-6s, KC-130s, Air National Guard KC-135s and other coalition tankers, provided the Navy's initial punch of *Desert Storm*.

The U.S. Air Force also played a crucial role in refueling operations. Without the Air Force tankers, Navy and Marine Corps warplanes wouldn't have been able to hit targets deep in Iraq, said CDR William M. Lipsmeyer, requirements officer at the Naval Strike Warfare Center.

"Every single time the Air Force planned a certain amount of fuel to be at a certain spot in the air, it was there," Lipsmeyer added. "It was a credit to both the Air Force and the Navy-Marine team for them to work together so well."

While strike fighters and bombers were wreaking havoc, P-3C *Orion*s and S-3 *Viking*s patrolled transit lanes throughout *Desert Shield/Storm*, while EP-3Es provided electronic reconnaissance.

While performing routine surface reconnaissance in the northern Persian Gulf Feb. 20, a *Viking* from Air Antisubmarine Squadron (VS) 32 became the first to engage and destroy a hostile vessel using high altitude bombing techniques when it "killed" an armed high-speed craft.

The *Viking*s of VS-32 launched from the deck of the *America* to monitor unknown contacts under the command of LCDR Bruce "Baja" Bole. Guided by the *Aegis* cruiser USS *Valley Forge* (CG 50), they searched with the S-3B's forward-looking infrared system and the new inverse synthetic aperture radar, pinpointed the craft's position and sank it.

The Marines, flying from bases on land and from ships, brought 65 percent of their total aviation assets to *Desert Storm*, officials said, and added their own *Hornet*s, *Harrier*s, *Intruder*s, *Prowler*s, OV-10 *Bronco*s and KC-130 *Hercules* fixed-wing aircraft, as well as AH-1 *Cobra* attack helicopters, UH-1 *Huey*s, CH-46 *Sea Knight*s and CH-53 *Sea Stallion*s for rotary-wing support.

The Navy had a large helo contingent in the Gulf as well, using a variety of rotary-wing aircraft for search and rescue, medical evacuations (medevacs) and logistics. The war marked the first combat operations for the SH-60H *Seahawk* strike rescue helicopter, the Navy's newest helicopter which can perform medevacs, provide logistics support or deliver up to eight members of a sea-air-land (SEAL) team.

Together, the Navy-Marine pilots, crews and aviation support personnel helped give the United States and her coalition partners early and undisputed ownership of the air from 100 feet over the surface of Iraq and Kuwait to the stratosphere. Launching up to 140 sorties a day from their flight decks, the carriers and their battle groups contributed significantly to allied air dominance and effectively eliminated any Iraqi naval capability at sea.

"The kids down here on the deck did a great job getting this launch off," CAPT John P. Gay, *Kennedy*'s commanding officer, said of flight crews after the first air strike. "They know it went

well, and they're pleased with themselves. They should be." The strikes marked the first time that Navy carriers have conducted combat operations from either the Red Sea or the Persian Gulf, both relatively narrow, restricted bodies of water heavily plied by commercial shipping.

Navy air warfare leaders said the performance of the nearly 30,000 Navy men and nearly 500 aircraft aboard the carriers in-theater was unparalleled, and their mission statistics were impressive. Navy sorties, both fixed- and rotary-wing, totaled nearly 20,000.

"I think this is the best crop of military professionals that this country has ever seen," said VADM Dick Dunleavy, assistant chief of naval operations for air warfare.

The Marines achieved similar success.

After flying four squadrons of F/A-18s, two squadrons of *Harrier*s, one *Intruder* squadron and a squadron of 12 *Prowler*s nonstop across the Atlantic in the early days of *Desert Shield*, the Marines were ready to fly combat missions in less than 24 hours.

"When our pilots arrived they had missiles on board, and the guns were armed," said Lt. Gen. Duane A. Wills, deputy chief of staff for Marine aviation. "It was a success story from the start."

The 3rd Marine Air Wing (MAW) (Reinforced) provided the Marines' contribution to the allied air campaign as well their trademarked close-air support for Marines on the battlefield. Included in 3rd MAW's air ranks were 241 fixed-wing and 325 rotary-wing aircraft. The Marines flew more than 17,770 sorties; 11,844 were fixed-wing; 5,935 were rotary-wing. Marine pilots averaged more than 50 flight hours a month during "surge" operations and flew up to three sorties a day.

The mission of the allied air campaign was broken down into four phases, according to Air Force Chief of Staff Gen. Merrill McPeak. Phase one was to gain air superiority by destroying Iraq's strategic capabilities. That goal was accomplished within seven days. Phase two required the suppression of air defenses in the Kuwaiti Theater of Operations. During phase three, the air warriors continued to service phase one and two targets as needed, but also shifted emphasis to the field army in Kuwait. Finally, phase four entailed air support of ground operations.

Some of the most intense air action came during the first week of the war, when Navy-Marine aviators and other pilots were busy dismantling enemy defenses. Everything from enemy artillery positions to the aircraft of the sixth-largest air force in the world became prey for allied pilots. Flying in pre-designated 900 square-mile "kill boxes," many Navy-Marine Corps pilots got their first taste of combat during the war's first few days, while their high-tech mounts proved the versatility of today's air machines.

On "D-day," four Navy *Hornet*s from Fighter/Attack Squadron 81, embarked aboard *Saratoga*, were on a bombing mission to an Iraqi airfield when they detected two Iraqi MiG-21s flying seven miles off their track.

Switching from their bombing profile to air-to-air combat, LCDR Mark Fox and LT Nick Mongillo downed both aircraft using *Sidewinder* and *Sparrow* missiles. Fox and Mongillo then continued on their mission to score direct boming hits on the enemy airfield. They scored the Navy's only air-to-air kills in the brief but decisive battle, while taking the *Hornet* through its dual-roled paces. All told, the coalition scored 35 air-to-air fixed-wing kills against Iraqi aircraft.

In fact, the Iraqi air force quickly went underground or flew to safe haven in neighboring Iran after going nose-to-nose with coalition airplanes and discovering the hard way what naval air power and other allied services could put into their cockpits.

Navy pilots from *Kennedy*, flying a daytime mission over southwestern Iraq early in the offensive, said that a group of MiGs stayed 40 or 50 miles away, falling back and refusing to engage each time the U.S. planes advanced.

"I don't think they wanted to die," said an F-14 pilot whose call sign is "Rake." "You think they would have a change of heart when you bomb the airfield they took off from, and you do it with impunity, but they just stayed away."

The allied air performance in the limited air-to-air battles prompted a joke among aviators. "The last words an Iraqi pilot wanted to hear were 'You're cleared for takeoff,'" said Wills. Marines did score one air-to-air kill during the war, when Capt. Charles J. Magill, an exchange pilot flying with the U.S. Air Force 33rd Tactical Fighter Wing, shot down an Iraqi MiG-29 Jan. 17. Marine aviators also devastated scores of Iraqi tanks, armored personnel carriers, trucks, bunkers, radar sites, artillery positions and other strategic targets.

During the first waves of attacks, the skies over Iraq were filled with intense barrages of anti-aircraft artillery (AAA) and missiles. HARMs launched by the Navy-Marine team in *Desert Storm* were key to "blinding" Iraqi AAA. The AAA and surface-to-air missiles (SAMs) which did get up were usually dodged by most allied pilots.

"I had three or four SAMs fired on me the first night," said Capt. John F. Marion, an F/A-18 pilot with VMFA-451. "It was a busy time. Intense, very intense."

Marion described the incoming SAMs and AAA as "red ropes" and a "wall of white and orange lights." Other pilots said the AAA looked like orange tennis balls going by the cockpit. "It was like a thousand flash bulbs going off around the plane," another pilot said.

While the Iraqi air defenses were, for the most part, ineffective, some AAA and SAM barrages did find allied air targets. On Jan. 18, Marine pilot Lt. Col. Clifford Acree and aerial observer

Photo by PH1 Paul Rawnorne

Warrant Officer 4 Guy Hunter were shot down over Iraq when a SAM struck their OV-10 *Bronco* reconnaisance plane.

Shortly after ejecting from the burning aircraft and landing near Iraqi trenches and fortifications, both injured Marines were taken prisoner. They were the first of five Marine aviators taken as POWs. One other OV-10 pilot and two *Harrier* pilots were also captured after being downed. All five were later repatriated.

The Navy had three aviators taken as prisoners of war. LT Jeffrey N. Zaun and LT Robert Wetzel were captured Jan. 18 when their A-6E *Intruder* was shot down over Iraqi territory. A third aviator, F-14 radar intercept officer LT Lawrence R. Slade, was also taken prisoner.

Slade's *Tomcat* was hit by a SAM Jan. 21 and thrown into an uncontrollable spin, forcing him and pilot LT Devon Jones to eject. Jones was rescued by a U.S. Air Force search and rescue helicopter, but Slade was captured and forced to appear on Iraqi television several days later. All three naval aviators were repatriated March 4 along with other allied POWs. Six sea service aviators were killed in action — four Navy and two Marine Corps.

By the end of *Desert Storm*'s third week, naval aviators had been largely responsible for the annihilation of the Iraqi navy. *Intruders* and *Hornets*, using ordnance including *Harpoon* missiles and *Skipper* and *Rockeye* bombs, sank or disabled many of the 41 missile gunboats, minesweepers, patrol craft and other small Iraqi ships destroyed by coalition forces. Several armed hovercraft were destroyed as well. *Silkworm* anti-ship missile sites were also leveled.

Photo by CDR John C. Roach, USNR

Destroyed vehicles jam miles of desert highways after coalition aircraft stopped enemy attempts to flee Kuwait with arms and equipment.

As the war progressed, the Navy-Marine team's mission changed. It moved from strategic and battlefield preparation to tactical targets and close-air support. Tanks, vehicles and artillery soon moved to the top of the target list, especially during the border incursions in and around the Saudi town of Khafji, Jan. 29, and the start of the ground campaign Feb. 24. Marine *Harriers*, *Hornets* and Navy and Marine *Intruders* quickly shifted from hitting pre-selected, stationary targets to striking roving quarry.

Harriers and *Cobra* attack helicopters performed much-needed close-air support missions during these operations and helped clear the way for the fast-moving 1st and 2nd Marine Divisions. Close-air support, with constant danger from small-arms fire, shoulder-fired missiles and possible "friendly fire," was not a new mission for the A-6 or the *Cobra*, which saw action in Vietnam.

The AV-8B, on the other hand, saw its first sea-based combat action. Flying from the amphibious assault ships USS *Tarawa* (LHA 1) and USS *Nassau* (LHA 4) as well as from ground bases, the *Harrier* demonstrated the Navy-Marine Corps team's versatility and effectiveness, as did the OV-10 ashore.

Twelve *Broncos* crossed the Atlantic aboard *America* and *Roosevelt*. As the carriers entered the Mediterranean Sea, the *Broncos* flew off to finish their journey to Saudi Arabia — the first major launch of OV-10s from a carrier's flight deck.

Operation *Desert Storm* marked the first combat use of some of the Navy and Marine Corps' "latest and greatest" aircraft, among them the F-14A+, the F/A-18C and the F/A-18D night-attack aircraft.

The *Hornets* were the workhorses of both Navy and Marine Corps aviation inventories. The Navy flew 4,435 sorties, and the Marines flew 5,047 sorties in the deadly, and highly durable fighter-attack aircraft. Navy pilots flew 4,071 sorties in their battle-proven, all-weather A-6 *Intruders*, with Marine pilots flying 854 sorties in their *Intruders*.

Navy helicopter operations were also vital to surveillance, search and rescue, mine countermeasures and combat missions.

Navy helicopter pilots, both ashore and at sea, logged more than 30,000 flight hours supporting these operations during Operation *Desert Storm*.

Because a wide variety of ordnance was used to match a weapon's ability to a specific target, Navy-Marine aviation units were put to the logistics test. Not counting missiles, allied air forces dropped nearly 88,500 tons of ordnance on the battlefield.

One Marine pilot described his return to base following a successful strike mission, and the flightline reception he received.

"It was pretty climactic for [the ground crews]," said Marine Capt. John G. Zuppan of VMFA-451. "When we pulled back into the lane with nothing on the aircraft but the [bombs'] electrical fuse wires hanging down, they were pumped up. They came over to the aircraft in swarms and gave us all a pat on the back and shook our hands. The whole five months of waiting had culminated.

"Every one of our pieces of ordnance came off, and every one blew up," he continued. "That's a credit to all the guys on the

ground. They worked their butts off for that moment."

At one point during the war there were so many targets available that pilots reported taking whatever ordnance was closest to their plane. Press reports noted that bomb-laden elevators on carriers could not climb to the flight deck fast enough to satisfy the fast-moving aviators.

"Our aviation supply system, maintenance programs and hardworking Marines on the ground were unbelievable," said Wills.

"It's teamwork that's really giving us the edge," said CDR Jim Andersen, commanding officer of Attack Squadron 35 embarked with *Saratoga* during the "surge days" of the air campaign. "Our maintenance people are delivering the jets when needed, and the air crews are delivering ordnance on target and on time."

Carrier aircraft wings were able to maintain 85 to 95 percent of their aircraft at a fully mission-capable status throughout Operations *Desert Shield/Storm*. Marine Corps readiness capabilities remained at more than 90 percent throughout the war and were better the day of the cease-fire than they were in CONUS before they deployed.

With the first deployment of two aviation logistics support ships — "floating garages" — the Marines could repair and replace parts, even entire airplane engines, while in Saudi Arabia.

Dunleavy said the readiness of naval air assets was remarkable. "In my day, during Vietnam, out of 10 aircraft in a squadron you were lucky to have six of them up and ready to go," he said. "Now it's a rare day if you have less than nine out of 10."

On Feb. 26, as the Iraqi army was fleeing from Kuwait, CAPT Ernest Christian Jr., *Ranger*'s commanding officer, described the action in and around Kuwait City to his crew. It was a scene that typified the endless air attacks which, in the end, were largely responsible for winning this war.

"It looks like the Iraqis are moving out and we're hitting them hard," Christian said. "It's not going to take too many more days until there is nothing left of them."

Two days later, President George Bush called a halt to offensive combat operations. The allies had won the war, with air superiority playing a decisive role.

During the last full day of war, aviators of the six carrier battle groups flew 600 combat missions, reducing the remaining combat capability of Saddam's forces as the Iraqis fled from Kuwait.

"This was the road to Daytona Beach at spring break," said LT Brian Kasperbauer, a *Ranger* pilot, as he described the scores of armed Iraqis trying to escape on a Kuwait highway. Navy and Marine Corps aircraft helped end that escape.

Aviators placed the responsibility squarely on Saddam Hussein. "I feel pity for their guys only because of their leader, only because of the distaste I have for what he has done to his people and the needless sacrifice ... and for what?" asked CDR Frank Sweigart, another *Ranger* pilot.

The air war was, without question, crucial to the success of the ground assault. *Desert Storm* commander, Army Gen. H. Norman Schwarzkopf, said that at the outset, Iraq held a 2-to-1 advantage in fighting troops over coalition forces.

"It was necessary to reduce these forces down to a strength that made them weaker," he said, "particularly along the front line

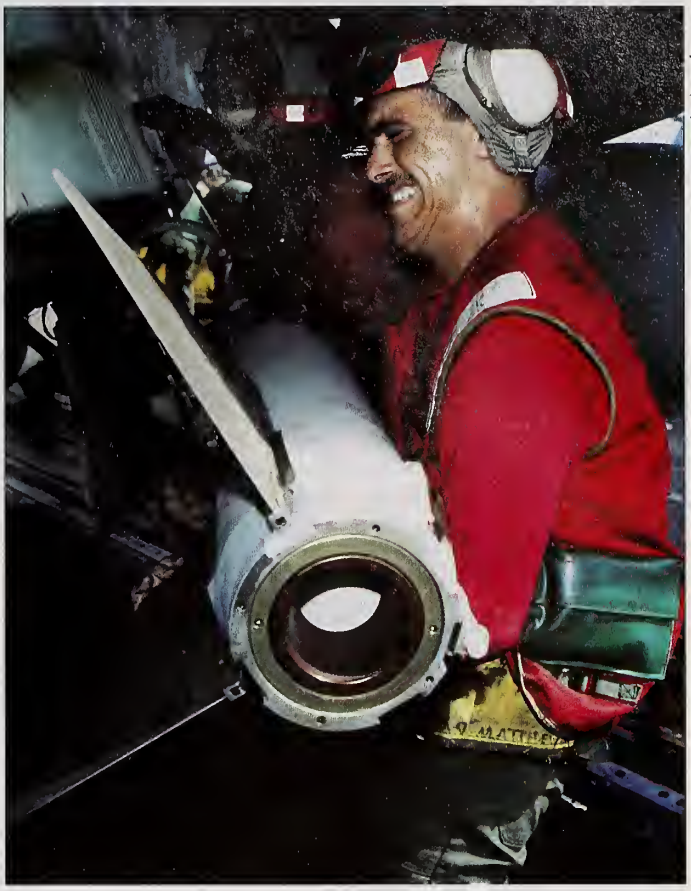


Photo by PH1(AC) Scott M. Allen

USS *Independence* (CV 62) ordnancemen lift a *Sparrow* missile to the its mounting bracket on the belly of an F-14 *Tomcat* during operations in the North Arabian Sea.

barrier that we had to go through." Weakening these forces was the job of the coalition air force, the general said. The job was not done, however, without a human price.

Eight naval aviators were killed in combat operations during Operation *Desert Storm*. Aircraft losses totaled 13; seven for the Marine Corps (five *Harrier*s and two OV-10s), and six for the Navy (one F/A-18, one F-14 and four A-6s). More than 234 Iraqi aircraft were confirmed to have been taken out of the fight -- 90 were destroyed in combat operations, 137 fled to Iran and another 16 were captured by ground forces and six were non-combat losses.

McPeak said while the ground forces did what air power could never do — move in on the terrain and dictate terms to the enemy — it was his personal conviction that this was the first time in history that a field army had been defeated by air power. The lightning-quick disintegration of Iraqi air defense systems with such overwhelming power stunned the enemy, he said. In essence, the war was essentially over as soon as it started.

"They just ran into a buzz saw," McPeak said. "It's not that they were featherweight opponents, it's just that they picked on the wrong guy."

Desert Storm's hard rain, driven in large part by the Navy-Marine Corps aviation team, was a storm Saddam Hussein could not weather. Without it, Hussein's "mother of all battles" might have had a bloodier conclusion. □

Victory at sea

Darkness cloaked the warship in the pre-dawn stillness as water slipped past, churned by the ship's screws. Without warning, blazing fire erupted from sleek, menacing silhouettes, setting the horizon ablaze with a powerful pyrotechnic display. Seconds after enemy lookouts spotted the horizon's mesmerizing light show, the high-explosive thunder and lightning of Operation *Desert Storm* struck with a terrifying force.

As the media centered on forces in the air and on the ground, the Navy-Marine Corps team at sea played a crucial role in the liberation of Kuwait. While continuing high-tempo maritime intercepts, U.S. warships conducted a variety of contingency actions, from *Tomahawk* launches to naval gunfire support.

Like shadows from the past, the battleships USS *Wisconsin* (BB 64) and USS *Missouri* (BB 63) positioned themselves again in harm's way. With their historic symbols of naval firepower, the 16-inch guns and modern weapons including *Tomahawk* cruise missiles, the battleships acted as the centerpiece of the Navy's seapower to eject Iraqi forces from Kuwait.

That force of up to 115 U.S. and 50 allied warships had cut Saddam's economic lifeline during the five-month-old maritime intercept mission by Jan. 17, when the *Shield* turned into a *Storm*.

"Gentlemen, we are ready," said CAPT David S. Bill III, *Wisconsin* commanding officer, over the ship's 1MC. "I have no doubt that you are on the winning team." Bill's remarks were greeted by cheers from *Wisconsin* crewmen who were quickly overtaken by a more somber mood.

Following President Bush's order to "destroy Saddam Hussein's offensive military capabilities," fire control technicians aboard USS *San Jacinto* (CG 56) fired the first *Tomahawk* missile toward Iraq from her Red Sea position, with USS *Bunker Hill* (CG 52) following suit moments later from the Persian Gulf. It was a historic moment soon duplicated 100 times aboard seven other U.S. ships during *Desert Storm*'s first day.

The attack was the first use of the *Tomahawk* during wartime. Within sight of *Wisconsin*'s bridge, missiles rose like giant flares from other ships in the area, including her sister ship *Missouri*. *Wisconsin* served as the *Tomahawk* strike warfare commander for the Persian Gulf, directing the sequence of *Tomahawk* launches

Photo by John R. McCutcheon/San Diego Union

USS *Wisconsin* fires a *Tomahawk* cruise missile against an Iraqi target, one of 24 *Tomahawk*s launched by the dreadnought during the first two days of *Desert Storm*.

that marked the opening of Operation *Desert Storm*. She fired a total of 24 *Tomahawk*s during the first two days of the campaign.

The coalition effort on the surface made its impact early, when USS *Nicholas* (FFG 47) and the Kuwaiti fast-attack craft *Istiqlal* (P 5702) conducted the first surface engagement of the war. Acting in support of combat search and rescue for the furious air campaign Jan. 17, *Nicholas* and her helicopters scouted the Dorrah oil field, about 40 miles off the Kuwait coast. Nine of Dorrah's 11 oil platforms were believed to be occupied by Iraqis, who were using them as observation posts to follow U.S. and allied aircraft and ship movements.

In a daring night operation, well within range of Iraqi *Silkworm* missiles and near Iraqi combatant ships and aircraft armed with *Exocet* ship-killer missiles, *Nicholas* and *Istiqlal* attacked the enemy positions.

Using tactics dating to the days of sail, CDR Dennis G. Morral, *Nicholas*' commanding officer, brought his ship within a mile of the southern platforms under cover of darkness. Armed for air-to-surface combat, SH-60 *Seahawk* helicopters from Helicopter Anti-submarine Squadron (Light) 44, Detachment 8, joined by embarked Army helicopters, headed toward the north — the enemy's "back door." Once in range, they launched a volley of precision-guided rockets that destroyed enemy positions on the two northernmost platforms. Seconds later, stockpiled ammunition exploded, illuminating the night sky.

With the ship steaming under total emissions control and darkened, *Nicholas* and her Kuwaiti counterpart came within range of their objectives. While Iraqis on the other platforms were staring at their neighbors' flaming fortifications, the ships opened fire, quickly destroying the remaining platforms' bunkers.

"At this point, I determined that some of the Iraqis wanted to surrender," Morral said. An Arabic-speaking crewman called out over the ship's loudspeaker that anyone who wished to surrender should raise his hand. A black-and-white monitor in *Nicholas*' combat information center displayed a flickering infrared image of an Iraqi waving weakly. Hours later, the first 23 enemy prisoners of war (EPWs) were recovered as teams boarded the platforms to destroy the remaining fortifications. Five Iraqis were killed during the engagement.

"I don't think they wanted to fight," Morral said after meeting with the EPWs — hastily-drafted Iraqi reservists who had been forced to sit on the platforms without adequate food and supplies. "I think they were very relieved we were rescuing them from this situation. ... They were hours, if not minutes, away from dying when we brought them aboard."

Nicholas' relatively low-tech victory contrasted the high-tech hailstorm of sea-launched *Tomahawk*s during the opening days of *Desert Storm* — a storm that the submarine force also contributed to Jan. 19, with the first-ever combat-launched *Tomahawk* erupting from a submerged USS *Louisville* (SSN 724) in the Red Sea. By the end of the operation's second day, Navy ships in the Middle East had launched a total of 216 *Tomahawk*s.

As Navy A-6 *Intruder*s pounded Iraqi minelayers Jan. 22, *Nicholas* and her *Seahawk*s were busy again in the northern Persian Gulf. As the northernmost allied ship, *Nicholas* again launched her helicopters to attack Iraqi patrol boats operating less than a mile from the Kuwaiti coast. In the battle that followed, *Seahawk* gunners sank or heavily damaged four enemy craft.

Navy air power struck again Jan. 24, when *Intruder*s destroyed an enemy minelayer, minesweeper and another patrol boat. An additional minesweeper was sunk after hitting one of its own mines while attempting to evade the aircraft's fire. Near Qurah Island, embarked Army helicopters from USS *Curts* (FFG 38) pulled 22 enemy prisoners from the sea. As the helicopters assisted the survivors, Iraqis on Qurah fired at the rescuers.

Aboard *Curts*, life had been a tightrope between danger and triumph since the Persian Gulf war began. Steaming the waters where her look-alike, USS *Stark* (FFG 31), had lost 37 sailors to an Iraqi missile strike four years before, CDR Glen Montgomery ordered his crew of 250 to general quarters any time an unidentified aircraft closed his position. "The *Stark* probably nags in the back of any commanding officer's mind," he said. "I'd rather give these 250 youngsters I'm responsible for a fighting chance."

His crew got that chance as the helicopters returned the enemy's fire. Montgomery brought *Curts* closer and trained the frigate's guns ashore, beginning an intense six-hour struggle to retake the first parcel of Kuwait territory. Enemy gunfire soon ceased; three Iraqis lay dead and 29 others knelt in surrender. Navy SEALs from Naval Special Warfare Group 1 landed on Qurah aboard helicopters from USS *Leftwich* (DDG 984). The island was reclaimed, and 51 EPWs were taken into custody.

Hours later, a *Curts* crewman planted the Kuwaiti flag on the newly-reclaimed island. "The high point for me was when I saw the Kuwaiti flag flying over its own territory," Montgomery said.

As Iraq mounted a three-pronged raid across the Kuwait border near Al Wafra and Khafji, , Saudi Arabia, the ships of Amphibious Ready Group (ARG) Alfa — USS *Okinawa* (LPH 3),

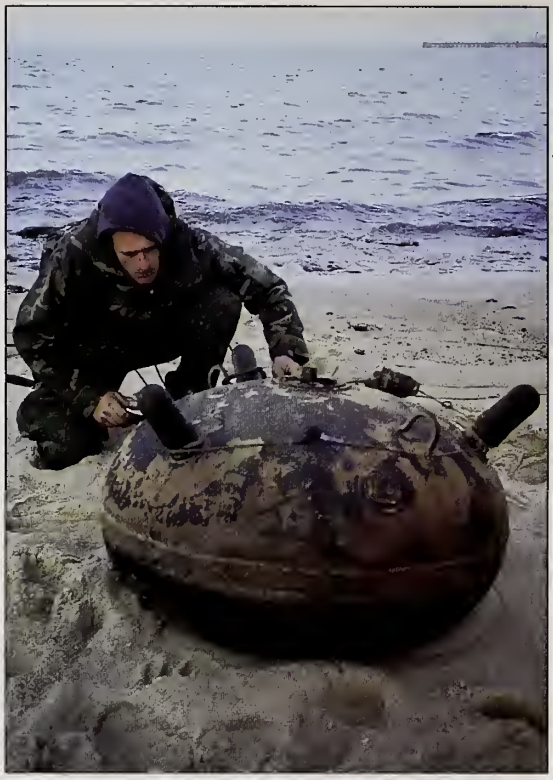
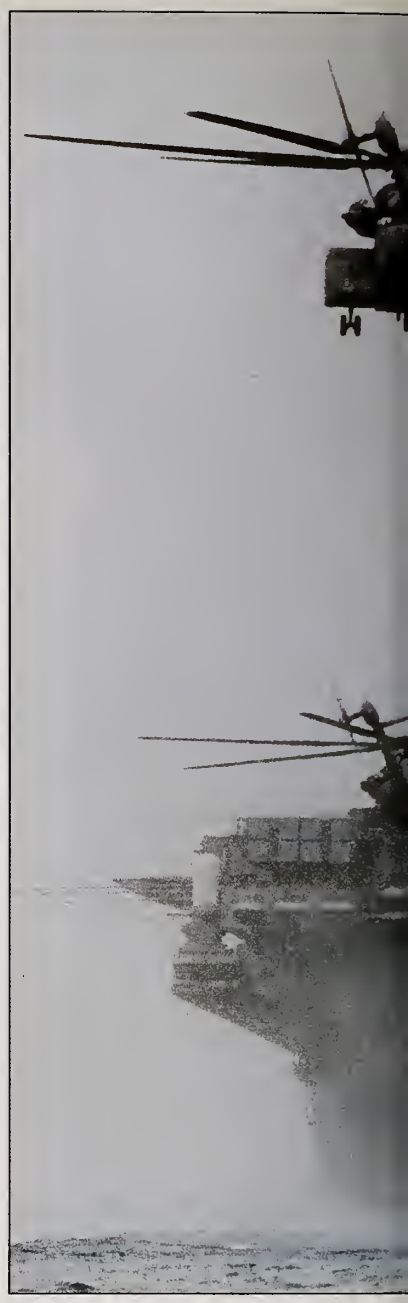


Photo by CWO2 Ed Bailey



USS *Ogden* (LPD 5), USS *Fort McHenry* (LSD 43), USS *Cayuga* (LST 1186) and USS *Durham* (LKA 114) — together with embarked Marines from the 13th Marine Expeditionary Unit (MEU), steamed near the Kuwaiti island Umm al Maradim Jan. 29. Marines from *Okinawa* assaulted the tiny island 12 miles off the Kuwaiti coast using embarked helicopters, liberating the second Kuwaiti island. After destroying weapons stored on the island, Marines raised the Kuwaiti flag over the second parcel of reclaimed territory.

By Feb. 2, senior commanders concluded that all Iraqi craft capable of delivering missiles had been destroyed, and the Iraqi naval force was considered combat ineffective. It was time for the Navy to move in close and pound Iraqi positions ashore. The best-equipped ships for that mission made their way north through the mine-infested coastal waters off Kuwait.

Curts, using advanced mine-avoidance sonar in darkness, led *Missouri* past unlighted navigational hazards to provide Iraqi forces with one-ton wake-up calls. Just off the coast, *Missouri* gun crews sent eight 2,700-pound shells crashing into an Iraqi command and control bunker near the Saudi border used by the enemy to coordinate the border incursions. It was the first time her 16-inch guns had fired in combat since March 25, 1953. Gun crews returned to action Feb. 5, silencing an Iraqi artillery battery in Kuwait with another 10 rounds. Over a three-day period, *Missouri* showered Iraqi strongholds with 112 16-inch shells.

Wisconsin, escorted by *Nicholas*, relieved *Missouri* on the gun line Feb. 6, answering her first call for gunfire support since March 1952. The battleship's left gun of turret two sent 11 shells across 19 miles of space to obliterate an Iraqi artillery battery in southern Kuwait.

Using a remotely piloted vehicle (RPV) as a spotter in combat for the first time, 50 more *Wisconsin* shells pounded Iraqi targets along the Kuwaiti coast, smashing Iraqi boats moored in a Kuwaiti marina that were used during raids against the Saudi coast. Her turrets boomed again Feb. 8, blasting bunkers and artillery sites near Khafji after the Iraqis were ousted by Saudi and Qatari armor.

The two battleships alternated positions on the gun line, using their famed 16-inch guns to destroy enemy targets and soften enemy defenses for a possible amphibious assault.

Through Feb. 14, when Joint Staff Chief of Operations, Army Lt. Gen. Thomas Kelly, described Iraq's military situation as "precarious," Navy surface ships, submarines and aircraft had dealt crushing blows to the enemy in concert with their coalition counterparts. But Iraq had a silent and deadly ally in the sea — mines.

Stress came from many sources as the U.S. Mine Countermeasures Group (USMCmG) under CAPT David J. Grieve, worked to clear the northern waterways for naval gunfire support and a possible amphibious landing . Soon after the Iraqi invasion, mine sighting reports filtered in from the northern Persian Gulf, with U.S. ships discovering and destroying six mines during December.

The Navy sent her tried and true wooden ships — the Naval Reserve minesweepers USS *Adroit* (MSO 509), USS *Impervious* (MSO 449) and USS *Leader* (MSO 490) along with the newly commissioned mine countermeasures ship USS *Avenger* (MCM 1) — to the Gulf aboard the heavy-lift ship *Super Servant III* to arm the allies with the latest in mine detection equipment. An explosive ordnance disposal (EOD) detachment was also deployed to the mine countermeasures force. With allied minesweepers, the "iron men on wooden ships" and the six MH-53 *Super Stallion*s of Mine Countermeasures Helicopter Squadron 14 set out to clear the waterways to Kuwait, aided by 20 EOD teams embarked in other U.S. warships in the area.

After months of training off Dubai, United Arab Emirates, USMCmG staff embarked in USS *Tripoli* (LPH 10) Jan. 20, and proceeded to the northern waters to perform their mission — clear a pathway to the beach.

As flagship for the operation, *Tripoli*'s flight deck was used as a base for the *Super Stallion*s which dragged countermeasures sleds to locate and rip the enemy's buoyant weapons from their moorings for destruction by divers or machine gun. Six British minesweepers joined their four U.S. counterparts in support, with

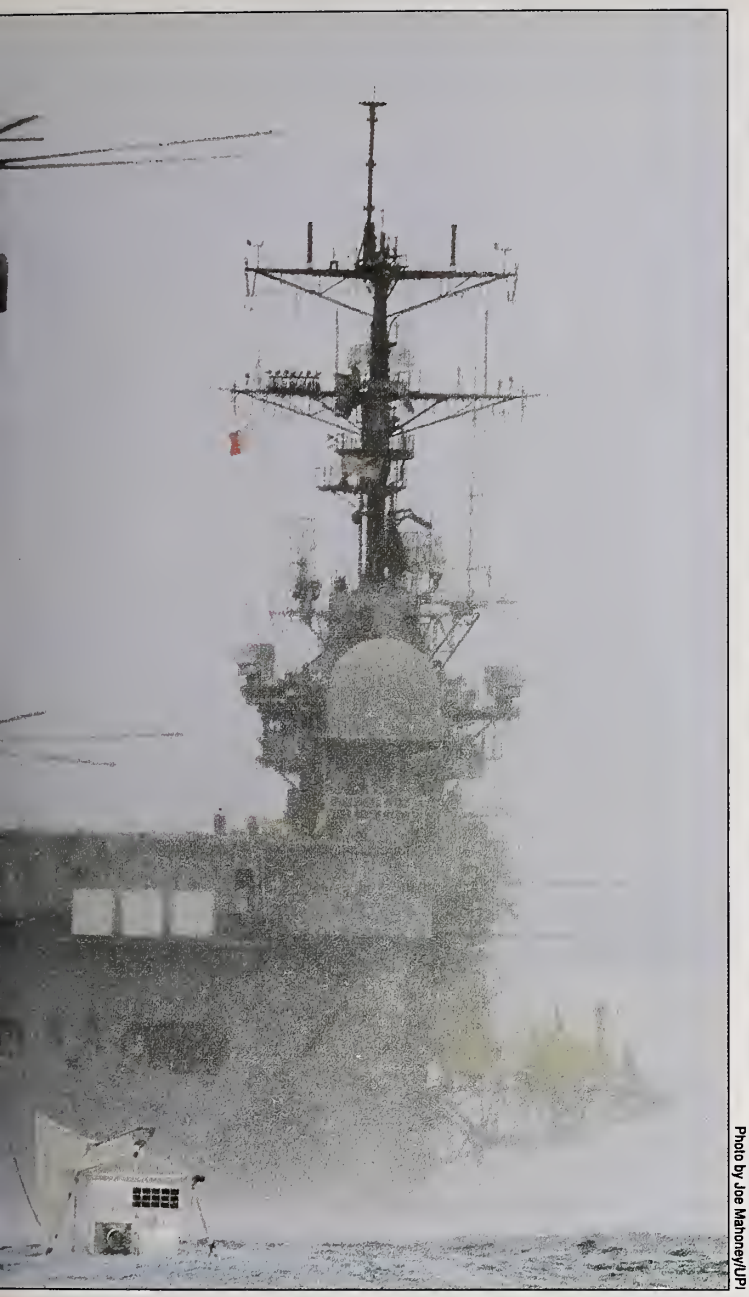


Photo by Joe Mahoney/UPI

An MH-53 *Sea Stallion* helicopter pulls a minesweeping sled behind USS *Tripoli* in the northern Persian Gulf. Opposite page: MM2 Roy Hunt of EOD Detachment 6 prepares to deactivate an Iraqi contact mine after it washed ashore on the Kuwaiti coastline.

British and U.S. warships providing air defense along with allied air power. EOD teams embarked throughout the force, including those aboard *Wisconsin* and *Missouri*, were tasked with destroying the mines.

With an invasion date set, USMCmG began its work 60 miles east of the Kuwaiti coastline. As allied aircraft flew overhead to detect any threats to the group, the mine-clearing task force spent the first weeks of *Desert Storm* pushing 24 miles to "Point Foxtrot," a 10-mile by 3.5-mile box which became the battleship gunfire support area.

While sweeping further toward shore, the task group was "painted" by Iraqi fire control radar at *Silkworm* missile sites inside Kuwait. Task force ships moved out of range and triangulated the following radar to detect the site's position. It was during these maneuvers Feb. 18 that disaster struck.

Within three hours of each other, *Tripoli* and USS *Princeton* (CG 59) were rocked by exploding mines. As damage control teams struggled to save their ships, *Impervious*, *Leader* and *Avenger* surrounded their mother ship while *Adroit* led the salvage tug USS *Beaufort* (ATS 2) toward *Princeton* .

"When we hit the mine, we first sat right at the site, which is the natural response when you hit a mine — you anchor," said LCDR Jim Pereira, USMCmG staff officer. "When you find yourself in a minefield, you're going to hold your position until you can find a safe way out."

Although *Tripoli* was able to continue her mission for several days, she soon headed to Bahrain for repairs after being relieved by USS *LaSalle* (AGF 3) and USS *New Orleans* (LPH 11). *New Orleans* acted as the helicopter mother ship while the mine group staff moved aboard *LaSalle* .

Charts and intelligence from Iraqi sources showed that the mine field where *Tripoli* was hit was one of six laid by Iraqi vessels in a 150-mile arc from Faylaka Island to the Saudi-Kuwaiti border. Within that arc, an additional four mine lines were laid — a total of more than 1,200 mines meant to stop an allied advance from the sea.

Three days after the mine strikes, the massive 33-ship amphibious task force moved further north to assist in battlefield preparation as the deadline for the ground offensive neared. *Wisconsin* and *Missouri* steamed to the recently-cleared Point Foxtrot, their gun crews continuing to pound Iraqi targets. Marine AV-8B *Harriers* screamed off USS *Tarawa* (LHA 1) and USS *Nassau* (LHA 4) to add to *Desert Storm*'s thunder — the first time the jump jets were used in combat off Navy flight decks.

The night before the Feb. 24 ground offensive crashed through the berms separating Iraq and Kuwait from Saudi Arabia, *Missouri* trained her guns on Faylaka Island in a pyrotechnic display that convinced Iraqi troops that the sea-borne invasion was at hand. *Wisconsin*, accompanied by USS *McInerney* (FFG 8) for air and mine defense, moved closer to drive that point further.

Twenty-four hours into the final phase of *Desert Storm*, Iraqis manning the Kuwait *Silkworm* missile sites fired two ship-killers against *Missouri*. The first landed harmlessly between *Missouri* and USS *Jarrett* (FFG 33). The second, headed straight for its large target, was intercepted by two *Sea Dart* missiles from the British warship HMS *Gloucester* (D 96).

"For the close proximity you have here, it's only a matter of a minute and a few seconds before that missile is on you," Pereira said. "That is extremely rapid reaction time for *Gloucester* to have gotten off those shots that she did to take out that *Silkworm*." Navy aircraft quickly destroyed the *Silkworm* site.

Had the ground offensive moved more slowly, USMCmG assets would have been able to sweep the waters closer to shore to create a safer area for naval gunfire support by the battleships. Calls for gunfire support were coming in rapidly from deeper inside Kuwait, and CAPT Bill moved *Wisconsin* through unswept waters to keep up with the requests.

With the allied ground force plowing through hordes of Iraqi

defenders, Iraqi forces on the Kuwaiti coastline prepared a counter-attack. To diffuse this possibility, VADM Stanley Arthur, commander of *Desert Storm*'s naval forces aboard the flagship USS *Blue Ridge* (LCC 19), ordered Marines from USS *Guam* (LPH 9) and other ships of the amphibious task force to keep the enemy wary of an amphibious assault 50 hours into *Desert Storm*'s land campaign.

Guam's helicopters conducted early-morning strike missions on both Faylaka and Bubiyan Islands. *Okinawa* conducted a simulated helicopter assault against Kuwaiti beaches, turning back after drawing small arms and anti-aircraft artillery fire from the enemy's bunkers. The maneuvers held the 80,000 defenders' attention toward the sea as the coalition's "end run" swarmed over their flank. By the time the enemy realized an amphibious assault was not headed their way, it was too late.

Wisconsin and *Missouri*'s guns continued their fiery reports, with both battleships passing the million-pound mark of delivered ordnance on Iraqi targets by the time President Bush ended hostilities Feb. 28. With one last fiery salvo, *Wisconsin* fired the last naval gunfire support mission of the war.

Though the cease-fire ended ground hostilities, the Navy's mission didn't slow. Warships continued working with allied counterparts in enforcing sanctions through maritime intercepts.

Both battleships' RPVs combed the coastline and outlying islands in reconnaissance support for occupying allied forces. Over Faylaka Island, *Missouri*'s RPV observed hundreds of Iraqi soldiers waving white flags following the battleship's pounding of their trench lines — the first-ever surrender of enemy troops to an unmanned aircraft. But victory at sea was far from complete, with only 125 Iraqi mines destroyed to date.

Sea service warriors kept a vigilant watch following the cease-fire, and after *Missouri*'s RPV discovered enemy troops on Faylaka, Col. John Rhodes, commanding officer of the 13th MEU, led his ARG Alfa Marines to accept the surrender of more than 1,400 EPWs.

Okinawa and *Ogden* moved through mine-infested waters with their escorts to conduct the operation as AH-1 *Super Cobra* assault helicopters escorted CH-46 *Sea Knight* and CH-53 *Sea Stallion* helicopters from Marine Medium Helicopter Squadron 164 to Faylaka. With the *Cobra*s providing a sharp eye above, and helicopters equipped with loudspeakers delivering instructions for surrender to the Iraqis throughout the operation, Marines served as the lead element to land on Faylaka Island, providing security for the landing zone and EPW processing area.

For seven hours, U.S. helicopters ferried 1,400 tired and hungry Iraqis to *Ogden*, where they were fed and given medical treatment prior to transfer to Saudi Arabia. "One thanked me and thanked George Bush, saying that Iraqis love America and Saddam Hussein is crazy," said Corporal Murray E. Thille.

"The general and senior officers were very professional in their actions and appearance," Rhodes said. "He [the general] offered his rank insignia to me, but I told him to put them back on and that he and the other senior officers would be immediately escorted to our ships."

As the EPW processing continued, Kuwaiti Navy Capt. Abdullah al Shuaib, a Faylaka native, pointed to a vandalized home

in the center of town. "This is my house," he said. "My family lived here, and my father was the mayor before the Iraqis came." Al Shuaib climbed the roof of his home and hoisted the Kuwaiti flag during a ceremony officially returning Faylaka, the last parcel of Iraqi-occupied territory, to the Kuwaiti government.

As *Wisconsin* redeployed for home March 6, the mine-clearing effort continued unabated. By the time the cease-fire was called, the job of reaching the port of Ash Shuaibah — originally targeted for an amphibious invasion — was nearly complete.

Ash Shuaibah occupiers welcomed *LaSalle*'s arrival March 12, after assisting the British minesweeper HMS *Cattistock* (M 31) in escorting two tankers filled with fresh water and supplies through a channel to the newly-liberated Kuwait. But even as *LaSalle* moored to a grateful Kuwaiti welcome, USMCmG assets were busy sweeping channels into other Kuwaiti ports.

"The Iraqis might have agreed to a cease-fire, but their mines have not yet surrendered," said RADM Raynor A.K. Taylor, Middle East Force commander aboard *LaSalle*. "There are lots of them out there."

Complicating the sweeping operation was the huge oil slick Iraqi forces spilled into the Gulf that hampered mine-sighting efforts and complicated the work of EOD divers. By mid-March, more than 220 mines had been destroyed by the coalition force.

Iraq was known to have 11 types of sea mines. The bulk of these were replicas of pre-World War I-vintage Soviet contact mines, but their inventory also included high-tech magnetic and acoustic mines designed by Italy and the Soviet Union.

Until *Princeton* was battered by influence mines, allied forces

Photo by Santiago Lyon/Reuter

Left: Iraq's belief in a massive amphibious assault is graphically depicted on a giant sand table map of the Kuwaiti coast found inside a school building. Below: Burning oil spilling from the Sea Island pipeline terminal sends tons of thick smoke billowing into the Kuwaiti skies.

Photo by PH1 Richard J. Onez

had discovered only contact-type mines floating free in transit lanes or moored by cables just below the surface. These new additions to the Persian Gulf joined mines still left undetected that were laid by both Iran and Iraq during their eight-year war.

Avenger, the Navy's newest mine countermeasures ship, detected, classified and marked a bottom-influence mine Feb. 27, similar to the two that rocked *Princeton* nine days earlier. Divers from EOD Mobile Unit 6 dove on the contact, placed neutralizing charges and detonated the mine — the first bottom influence mine ever found intact during combat, and living proof that U.S. technology could deal with the invisible menace. *Avenger* located five additional influence mines during the week of April 18.

"I'm not aware of any mining effort of this scale since the Korean War," Grieve said. "They are extremely cheap and very effective. That's one of the reasons minesweeping forces are important. Look at what you can tie up or deny based upon a very old technology and a very simple weapon."

As of March 14, the day Sheikh Jaber Ahmad al-Sabah, Kuwait's Emir, returned to his home after a seven-month exile, more than 70 U.S. ships remained in the Persian Gulf, Gulf of Oman and Red Sea. Mine clearing efforts and maritime intercepts continued at a feverish pace, with USS *Biddle* (CG 34) participating in the coalition's 1,000th boarding of a merchant vessel since the operation began in early August.

With battle damage repair crews from USS *Jason* (AR 8) completing six month's worth of work in 30 days, *Tripoli*, sporting a five-foot mock bandage on her previously damaged hull, reported back to the northern Gulf in the first week of April to relieve *New Orleans* as flagship for allied mine-clearing operations. Twenty-one minesweeping ships from six coalition countries scoured the Kuwait coastline and northern Persian Gulf to rid the waters of Iraq's silent partners.

By April 11, the day the U.N. Security Council declared the end of the Persian Gulf war following Iraq's acceptance of cease-fire terms, coalition divers and minesweeping forces had located and destroyed 553 of Iraq's more than 1,200 mines and had eliminated another 450 by May 20.

"I am extremely proud of the professional performance of our Navy and Marine Corps personnel who participated in Operations *Desert Shield/Storm*," Arthur said April 24, prior to beginning the 7,000-mile return voyage to *Blue Ridge*'s forward-deployed homeport of Yokosuka, Japan. "We have accomplished our mission, but I can assure you that you will continue to see a U.S. Navy presence in the Arabian Gulf for years to come as a symbol of our country's support for this vital region of the world."

The sailors of the '90s, from the deck seaman to the bow lookout, from the EOD diver to the battle-proven captain, proved how quickly and assuredly the U.S. Navy could respond to a heinous act of aggression during *Desert Shield*, and how soundly they could defeat an enemy force during *Desert Storm*.

With the desert's *Storm* ebbing, the surface Navy's mission continues inside the Persian Gulf as it has for more than 41 years. Each sailor aboard the more than 165 U.S. ships that served in Middle East waters during the nine months of *Desert Shield/Storm* played an integral part in the coalition victory. Those who remain on station and continue to scour the skies, surface and depths for remaining hazards and threats to a secure peace in the region, do so knowing their role could suddenly put them in harm's way once again, as sailors and Marines have done so often in the past. □

Mother of all surrenders

Marines lead the charge from Khafji to Kuwait

When coalition air forces unleashed the thunder and lightning of Operation *Desert Storm* against Iraq Jan. 16, Marines of the 1st Marine Expeditionary Force (MEF) started to "lock and load."

Elements of the more than 36,000-strong 1st and 2nd Marine Divisions moved north toward the Kuwaiti border in preparation for the expected start of ground combat.

Meanwhile, units of the 1st Force Service Support Group (FSSG) maintained the "forward feed" — the enormous quantity of parts, supplies, fuel, food, water and ammunition necessary to sustain the fast-moving Marine machine.

Out in the waters of the Persian Gulf, Marine amphibious forces of the 4th and 5th Marine Expeditionary Brigades (MEBs) and the 13th Marine Expeditionary Unit (MEU) (Special Operations Capable) were busy keeping Saddam Hussein's commanders off-guard with amphibious exercises and presence off the coast of Kuwait.

After more than five months, the Marines, at last, were on the move.

While the ground war did not officially begin until Feb. 24, for the Marines, the land battle began the evening of Jan. 29. That night, Iraqi tanks and infantry units suddenly, and unexpectedly, burst into northeastern Saudi Arabia during a three-pronged attack along a 50-mile front. In what one Marine officer described as a "hellacious" battlefield, four battalion-strong Iraqi "probes" punched through the border at three points stretching from Khafji, in Saudi Arabia, to the Kuwaiti town of Umm Hujul.

Photo by PH1(AC) Scott M. Allen

U.S military commanders speculated that the Iraqis had decided to go on the offensive after suffering three nights of continuous Marine artillery raids all along the Saudi-Kuwaiti border.

The Iraqi attacks were, for the most part, beaten back by a barrage of Marine artillery fire, tube-launched optically-guided, wire-controlled (TOW) anti-tank missiles and a hail of missiles, rocket fire and cluster bombs unleashed by A-10 *Warthog*s, AV-8B *Harrier*s, A-6 *Intruder*s and AH-1 *Cobra* attack helicopters.

Columns of Soviet-built T-55 and T-62 tanks and Iraqi armored personnel carriers were either destroyed or driven back across Kuwait's border in these first quick but bloody ground battles. However, the routs were not inflicted without a price. Twelve Marines became the first to fight and die in ground combat action in Operation *Desert Storm*.

During the first hours of these border clashes, seven Marines were killed when their light armored vehicle (LAV) was hit by a misdirected *Maverick* missile from an American warplane. Four others were killed by enemy fire. The Marines from the 1st Light Armored Infantry Battalion were the main repelling force during the border incursions, courageously taking on Iraqi tanks with their LAVs. Soon after, another Marine was killed in a separate "friendly fire" incident.

In Khafji, an undefended and deserted seaside town which Iraqi forces occupied for less than two days, two six-man Marine reconnaissance teams spent 36 harrowing hours trapped inside an abandoned hotel after the Iraqis briefly captured the city.

The Marines, who had rigged the staircase of their position with anti-personnel mines and were ready to fight it out if discovered, spent their "captivity" calling in artillery strikes on nearby Iraqi armor and sending intelligence reports to coalition forces. At one point, Iraqis were on the ground floor of the Marines' hideaway.

Dodging and out-foxing the enemy for nearly two days, the recon leathernecks were extracted after Saudi and Qatari forces, supported by Marine artillery and air, mounted a counterattack and forced the Iraqis back into Kuwait. During the rescue, 19 Saudi and Qatari soldiers were killed and another 36 were wounded.

During the fierce fighting in Khafji, another Marine patrol attempted a daring rescue of two Army soldiers who apparently found themselves caught in the middle of the fighting.

Media pool reports stated that Staff Sgt. Don Gallagher leaped out of his patrol vehicle as a pair of Marine *Cobra* gunships roared overhead and dashed around the abandoned Army truck yelling, "U.S. Marines, U.S. Marines," in hopes that his Army colleagues were still in the area. Even though the wheels of the overturned truck were still spinning when Gallagher arrived, the soldiers were nowhere to be found. It was later learned that Army Specialists Melissa Rathbun-Nealy, who became the first woman POW, and David Lockett had been captured by the enemy.

At that moment, the rescue team spotted two Soviet-made armored personnel carriers across the street. The *Cobra* gunships slipped into the village at powerline level and fired TOW anti-tank missiles at the two BMPs, destroying one.

Looking back, Army Gen. H. Norman Schwarzkopf noted the

U.S. Marine Corps Photo

Above: Leathernecks from the 1st MEF move men and machines across the sands of Saudi Arabia. Right: Arrows depict the Marines' multiple thrust into Kuwait during the ground campaign. Prior to the invasion, both divisions shifted 50 miles northeast without being detected.

brief Iraqi capture of the undefended town of Khafji was "about as significant as a mosquito on an elephant."

In the battles in and around Khafji, Marines and their coalition partners served early and deadly notice to the Iraqi army which had been described as "elite," "battle-hardened" and ranked as the fourth-largest in the world. It was also a chance for the Marines to flex their well-trained muscles.

"It felt good, real good," Capt. Bill Wainwright told DoD pool reporters after a night of calling in Air Force and Marine air strikes against the Iraqis in Khafji.

It was a powerful prelude of things to come. In their first real battle with *Desert Storm* forces, the Iraqis suffered heavy casualties and lost at least 24 tanks and scores of other vehicles.

Lt. Col. Dick White told reporters that seeing Iraqi armor out in the open, sometimes as many as 100 in a row, was exactly what allied pilots had been looking for. White compared the battlefield scene of Iraqis moving in all directions to "flip[ping] on the light in the kitchen at night and the cockroaches start scurrying."

It seemed the only way the Iraqis could take on the coalition forces at point blank range was to use treacherous tactics. Near Khafji, a column of Iraqi tanks advanced toward Saudi positions with their turrets pointing backward in a universal sign of surrender. Military commanders said the Iraqi tankers suddenly turned their guns around and began firing on Saudi troops.

During those weeks prior to "G-day," Marine units, including artillery, reconnaissance and combined arms task forces, were busy disrupting Iraqi preparations and defensive positions. Marine artillery and Army multiple-launch rocket systems, using Air Force airborne spotters as well as Marine forward and aerial observers and clandestine recon teams inside enemy territory, had enormous success with artillery raids and roving gun tactics.

Marine artillery units moved to positions near the Kuwaiti border, usually under cover of darkness, fired at enemy concentrations and positions and then quickly changed positions. These strikes not only inflicted damage, but disrupted Iraqi command and communications systems, confusing enemy commanders.

These combat operations, characterized by rapid day and night advances; extensive use of combined arms attacks; the application of mass and force at critical places and times; and the

use of land and amphibious deceptions, raids and feints, exemplified maneuver warfare concepts now embraced by the Marine Corps and proven decisive in Operation *Desert Storm*.

Naval gunfire from the 16-inch guns of the battleships USS *Missouri* (BB 63) and USS *Wisconsin* (BB 64), provided the "Sunday punch" that softened up the future battlefield.

At the same time, Marine forces afloat were sharpening their teeth. The 18,000 Marines embarked in 33 amphibious ships in the northern Persian Gulf gave the allied battle plan depth and strength while presenting Iraqi military planners with the uncertainty of not knowing when and where the allies would strike. As G-day approached, the Navy-Marine Corps team on land and at sea was ready and able to strike wherever and whenever the order came. In fact, some Marines were already getting started.

Two nights before the start of the ground offensive, Marines from Task Force "Taro" (3rd Marine Regiment) and Task Force "Grizzly" (4th Marine Regiment) slipped deep into Kuwait from their positions on the Saudi border. Their missions were to find paths through the obstacle belts and mark safe lanes for the infantry and mechanized forces which would soon follow.

Marines like Staff Sgt. Charles Restifo, 3rd Bn., 7th Marines, demonstrated exceptional bravery in breaching these dangerous mine fields, at times under sporadic enemy fire. At one point, after other efforts failed, Restifo took his bayonet in hand, dropped to his knees and quietly probed for mines in the darkness.

The vital missions of these task forces allowed the Marine divisions to press forward rapidly and with confidence when G-day finally arrived.

On the night of Feb. 23, the countdown to the "main event" continued. Under a half moon, with intermittent showers and a biting wind, Marine units all along the Kuwaiti border moved into final attack positions and waited for the order to commence the ground offensive. The deadline set by President Bush for Iraq to get out of Kuwait had expired. Now it was time to force them out.

Marines from task forces with names like "Ripper" and "Papa Bear" slipped into chemical suits and boots, took their nerve agent pills and began firing up LAVs and M-60 tanks. Marine rtillerymen moved their big guns into position. Mine plows were at the ready. Individual riflemen steadied their nerves.

Unit commanders and Navy chaplains gave last-minute words of encouragement, inspiration and comfort to Marines who would lead the assault. Not surprisingly, the Marines were to be the lightning rod in Saddam's ill-fated "mother of all battles."

Maj. Craig Huddleston, executive officer of 3rd Bn., 3rd Marines, told his warriors, "We said [to Iraq], 'get out of Kuwait or else.' ... Well, you guys are the 'or else.' You're going to do great things tonight, great things for our country and even greater things for this country."

With the Iraqis having no "eyes" over the battlefield to see what allied force strategy was forming, the United States and its coalition partners unleashed Schwarzkopf's "Hail Mary" play.

The Iraqis, it seemed, were convinced that the battle would be joined at the center of their defensive lines along the Saudi-Kuwait border, as well as by amphibious assault. The Marines on the ground were not about to let them down.

But what the Iraqis did not realize was that the allies had

secretly moved two entire corps of American forces, supported by British and French divisions, far to the west in one of the largest battlefield troop movements in history. This giant "end run" formation of more than 250,000 soldiers spread over several hundred miles moved deep into Iraqi territory from the Saudi border behind the Iraqi forces to deliver a fatal "left hook."

The awesome flanking maneuver not only cut off all avenues of retreat north and west of Kuwait, it fulfilled Chairman of the Joint Chiefs of Staff Army Gen. Colin Powell's prediction that the coalition — specifically the American military — were going to "cut off the head ... and kill" the Iraqi army. The Marine Corps was tasked with going for the jugular.

After performing their own deception by shifting both Marine divisions some 40 to 50 miles northeast from their original staging area, the Marines stepped off into battle.

At 4 a.m., Feb. 24, the 1st and 2nd Marine Divisions, each more than 18,000 strong, and the U.S. Army's 1st Brigade ("Tiger Brigade"), 2nd Armored Division, plunged into the attack. They were supported by the 3rd Marine Aircraft Wing and thousands of combat service support staff from the 1st and 2nd Force Service Support Groups.

Photo by Cpl. Kenneth Manago

Photo by JO1 Lee Bosco

Above: Marines of the 13th MEU secure the coastal island of Umm Al-Maradim. Left: This Soviet-built tank is just one of more than 1,060 tanks destroyed or damaged by Marines during *Desert Storm*. Opposite page: Marines scale a sand berm to move into attack positions.

Under the cover of a cold rain — an "infantryman's dream" — and the thick smoke from burning Kuwaiti oil wells, the Marines began to punch their way northeast from the Kuwaiti border's elbow (or center) to objectives in and around Kuwait City.

On their way, the Marines had to cross two belts of minefields, 12-foot high sand berms, barbed-wire defenses, booby traps and fire trenches, all while under attack by Iraqi artillery. These "impenetrable barriers" were quickly breached by the Marine teams. In the first drive across the border, the 1st Division moved 40 miles, and the 2nd Division drove 20 miles, said Lt. Gen. Joseph P. Hoar, the Marine Corps deputy chief of staff for plans, policies and operations in Washington, D.C.

As the two Marine divisions advanced, two Saudi and Qatari task forces moved up Kuwait's east coast in a similar drive.

The initial Marine advance was described by Schwarzkopf in his Feb. 27 briefing:

"It was a classic, absolutely classic military breaching of a very, very tough minefield, barbed wire, fire trench-type barrier," the general said. "They went through the first barrier like it was water. Then they brought both divisions steaming through that breach. Absolutely superb operation — a textbook, and I think it will be studied for many, many years to come as the way to do it."

1st Division breached the initial field of anti-tank, and anti-personnel mines in quick time. Line charges were fired by combat engineers to explode the hidden mines, and tank plows cleared safe route lanes. Marine task forces from the 1st, 3rd, 4th and 7th Marine Regiments, and the 1st Light Armored Infantry Battalion led the charge.

Overhead, *Cobra*s and *Harrier*s provided close-air support as the Marines pushed forward, meeting occasional resistance. Navy A-6 *Intruder* attack planes laid down heavy barrages. Marine aircraft attacked in waves as engineers continued to shoot line charges and drop bundles of plastic pipes near trenches so the blade tanks could form makeshift bridges.

The shock, firepower and mobility of the Marine attack had turned the key in Kuwait's liberation door. Defending soldiers felt *Desert Storm*'s violent hail raining down around them.

Even though the 1st Division Marines encountered artillery fire and a mechanized counter attack from T-62 tanks supported by T-55 tanks dug in up to their turrets near the second defensive belt, the Marine attack proved unstoppable.

Col. John F. Stennick, the 1st Division chief of staff, said that advancing Marines encountered Iraqi tanks and troops throughout the day, but Iraqi forces offered little resistance.

"They come out fighting," Stennick said, "but when you take out one or two of the front runners, the rest of 'em say, 'Hey, that's enough.'"

Most of the Iraqis fought for only a few minutes before they began surrendering in droves. The massive artillery and air support sparked a frenzy of surrender that, at times, slowed the progress of advancing Marine units. "All we could do is herd them like sheep and push them along," said Lt. Col. Jan Hurly.

Meanwhile, the 2nd Marine Division was enjoying equal

success. With the Army's Tiger Brigade on the west flank, the 8th Marine Regiment to the east, and the 6th Marine Regiment in the center, the division kicked off its attack at 5:30 a.m. Within hours, they too had breached both defensive belts and were trouncing Iraqi defenders. Facing enemy mortar rounds and small-arms fire, 2nd Division drove its way into Kuwait and took more than 5,000 enemy prisoners of war (EPWs) by the end of the first day.

"While the resistance was described essentially as moderate as we were punching through those two fortified belts, it was never coordinated," Hoar said.

Lt. Gen. Walter E. Boomer, the commander of all land-based Marine forces in *Desert Storm*, told reporters that the Marines were "relatively certain the Iraqis were done for" once his forces made it through the obstacle barriers. Boomer spent most of the four-day war on board a mobile command center with the 2nd Division. His principal commanders were Maj. Gens. Bill Keys (2nd Marine Div.) and Mike Myatt (1st Marine Div.).

By mid-morning of the first day, as Marines ripped through the battlefield with relative ease, Boomer told reporters the war was far from won. "We're taking on 11 Iraqi divisions with two Marine divisions," he said. "Our force ratios are horrible."

Some commanders feared the Iraqis had retreated deeper into the battlefield, preparing for a final, massive assault. "The greatest fear was the fear of the unknown," Keys said later. "We didn't know what to expect."

Isolated battles were brief, but sometimes fierce. In one engagement near the Burgan oil fields, an Iraqi tank column advanced so close to a Marine Corps artillery battery that one enemy Multiple Launcher Rocket System was destroyed by a point-blank shot from a Marine 155mm howitzer. Although the howitzer is normally used to shoot 100-pound shells at targets 10 to 14 miles away, the gun commander trained his weapon directly at the unlucky target less than 800 yards away and fired a crushing bulls-eye.

"When we went in, we overwhelmed them. I don't think they had the ability to resist ..."

"Something like that is every artilleryman's dream, and nightmare," said Maj. Pete Peterson, a division intelligence officer.

As Marines continued their attack into the heart of Kuwait, the sea-based arm of the Navy-Marine team continued to flex its muscles. Battleships continued deadly-accurate gunfire on targets spotted by sailors and Marines on the ground and in the air.

Meanwhile, the amphibious task forces continued to demand difficult decisions from the Iraqi generals. Because of the threat of an amphibious landing and the uncertainty of where and when it would come, the Iraqis dedicated six divisions, totaling some 80,000 men, to the defense of the coastline. In addition they were forced to garrison troops on Bubiyan and Faylaka Islands, both of which commanded key sea approaches to vital areas.

Even though the landing never came, Schwarzkopf deemed it a critical success. "We had every intention of conducting amphibious operations if they were necessary," he said.

The Iraqis seemed sure that the amphibious attacks were imminent. During the liberation of Kuwait City, Marines found

an elaborate sand table replica of the coastline that showed not only the disposition of the American units, but also from which direction the Iraqis expected the water-borne assault.

The threat of an amphibious landing helped offset the fact that the allies were outnumbered on the battlefield.

"We wanted the Iraqis to continue to believe that we were going to conduct a massive amphibious operation," Schwarzkopf said. "We wanted [Saddam] to concentrate his forces [on the coastline], which he did."

However, about 7,500 5th MEB Marines did off-load at Saudi ports in the beginning of the ground attack, later designated as the 1st MEF reserve force. The amphibious feints proved effective, noted Maj. Gen. Harry Jenkins, commander of the amphibious Marine forces.

"As long as they are watching the coast, they are not engaging our units in Kuwait and farther west," Jenkins said. "The key [was] to keep him off balance."

Marine AV-8B *Harrier*s, AH-1 *Cobra* helicopters and special operations units from the 4th MEB aided Arab forces in the east coast drive. By the second day, as both Marine divisions pushed farther into Kuwait, they continued to face sporadic resistance.

As 1st Division neared its first-day's objective, the Al Jaber Airfield, it engaged two brigades of Iraqis (nearly 5,000 men) in one of its largest tank battles.

Reports from the front said that the Marines called for a division "time-on-target," a maneuver during which they fired all division artillery simultaneously. As a result of the punishing barrage, observers said Iraqi tanks and armored vehicles "boiled out" of the Al Wafrah oil field complex. The Marines counted about 80 tanks and 100 other vehicles destroyed.

"I hate to say it," Capt. Kelvin Davis was quoted by a pool

Photo by Todd Buchannon/Philadelphia Inquirer

Photo by Patrick Downs/Los Angeles Times

Above: 2nd Division Marines force Iraqi soldiers from their bunkers inside Kuwait. Right: Marines move into Kuwait City after defeating 11 Iraqi divisions during the 100-hour ground campaign.

reporter as saying, "but once we got rolling, it was like a training exercise with real people running around. Our training exercises are a lot harder."

The 2nd Division reached its final objective, the town of Al Jahra, by the end of the third day of fighting. The Marines' control of this town virtually cut off any escape routes for the fleeing Iraqis, including northward into Iraq. The stage was set now for the final blow — the liberation of Kuwait City.

1st Marine Division forces continued their push toward Kuwait's capital, destroying more than 100 tanks on the way. By the morning of Feb. 27, the Marines had secured the Kuwait International Airport as well as outer districts of Kuwait City.

"Where we went in, we overwhelmed them," Boomer told reporters. "I don't think they had the ability to resist along with the pounding by air and artillery."

The general said that many of the Iraqi soldiers just didn't have the heart to fight, especially when they realized just what they were up against. "With the kind of force that we had coming down on them ... it was certain they were going to die."

By the time the airport was secured, the two Marine divisions had gone up against an Iraqi force of 11 divisions and had decimated them. At 8 a.m. Gulf time, Feb. 28, American forces ceased offensive combat operations by order of President Bush.

The Department of Defense reported that in the 100 hours of offensive combat, the Marines and one Army Brigade, supported by Marine and coalition aircraft, destroyed or damaged 1,060 tanks, 608 artillery pieces and two *Scud* launchers. More than 20,000 Iraqi soldiers surrendered to the Marines.

"I sure hope the Iraqis are good lovers," one Marine said, "because they sure can't fight." After three days of fighting, the doors to Kuwait City were open Feb. 27.

Arab troops were the first to enter the liberated city, after Marines pulled over and diplomatically offered them the honor, but a convoy of Marines was not far behind. In fact, the Marines had already entered Kuwait City. A Marine Force Reconnaissance platoon secured the U.S. Embassy the previous evening.

Armed with the "usual weapons" (M16-A2s, CAR-15s, M60s, M203s and *SAW*s), 12 leathernecks from 2nd Force Reconnaissance slipped into the embassy and secured their own place in the history books.

During the victory ride into the capital city, the main body of Marines was met by scenes of joy and gratitude not seen since the days of World War II, nearly a half century ago.

Pool reports said that someone tossed Gen. Boomer a Kuwaiti flag as he rode into the shattered city on his mud-splattered mobile command post. "It was a once-in-a-lifetime experience," he said. "Some things are worth fighting for."

Being a part of the liberation of Kuwait is something that the 1st MEF Marines will never forget.

"I like to think of myself as tough — like a junkyard dog," said Sgt. Maj. Rafe J. Spencer, the 1st MEF sergeant major, "but I had to hold back the tears." □

Greater gators

Amphibious forces kept Saddam guessing

As fighting words flowed from the mouth of Saddam Hussein during the early days of Operation *Desert Shield*, the essence of the Navy-Marine Corps team that added a powerful element in the allied maritime scenario steamed outside the Persian Gulf — a 16,000-man amphibious task force.

Within a month of the invasion of Kuwait, more than 20 amphibious ships from Norfolk and Little Creek, Va., and San Diego completed the trek to the Gulf of Oman, where nearly 9,000 Marines and 7,000 sailors waited to "hit the beach" to help eject Hussein's 430,000-man force from Kuwait.

"We represented a new factor in the equation that Saddam had to deal with," said RADM John B. LaPlante, commander of Amphibious Group (PhibGru) 2, aboard USS *Nassau* (LHA 4). "He came into possession of islands and a significant length of coastline. By our presence in-theater we very much complicated his strategic equation and increased his level of uncertainty."

The task force, with Marines from the 4th Marine Expeditionary Brigade (MEB) and 13th Marine Expeditionary Unit (MEU) embarked, offered air, land and sea assets tailor-made for coastal assault. *Harrier* attack jets and helicopters would provide air cover for infantry and armor that would hit the beach. The highly-mobile force's position in Middle East waters could deliver fierce reprisal for Iraqi aggression within hours — aided by the key element of surprise.

"Coastal defense is not an easy thing to do," LaPlante said. "We could come at him very quickly from over the horizon anywhere — that's our business."

The creation of the task force from several amphibious ready groups (ARGs) represented the largest coastal assault force in more than 30 years, when amphibious forces landed on Korean beaches during the assault on Inchon.

"The Navy-Marine Corps team, in the purest sense of the term, really functioned out here," said 4th MEB commander, Maj. Gen. Harry Jenkins, aboard *Nassau*. "We got underway very quickly, and that wouldn't have been possible without the sailors and Marines that are spread throughout the task force. They had a clear sense of purpose and worked hard."

As Seabees, corpsmen and Marine teammates in the Saudi Arabian desert formed the human line in the sand, their amphibious counterparts swarmed to Southwest Asian waters to strangle water routes to Iraq and Kuwait while preparing for war. During the transit and upon arrival, "gator" sailors and Marines underwent constant instruction in chemical weapons defense, cultural and intelligence training, just as their sandy counterparts did, coupled with demanding shipboard drills and assault training against neutral Arabian Peninsula beaches.

As Marines waged a battle against corrosion that threatened their warfighting hardware below decks, keeping the highly-visible amphibious component's combat edge honed was the greatest challenge for the shipboard warriors.

"Their anxiety level is up as they face the 'fog of war,'" said Sgt. Maj. Doug Berry, 4th MEB Sergeant Major, aboard *Nassau* after one month on-station. "Combat is the easy part. Maintaining your edge physically and mentally is the hardest part about service in the fleet Marine force."

Berry and landing force non-commissioned officers kept their troops in constant training as younger Marines grew anxious to answer the call to arms. Training grew more

Photo by LT K.F. Flynn

intense as amphibious forces performed exercises off the coast of Saudi Arabia to keep the enemy wary of an invasion from the sea.

Embarked Marines were also busy responding to calls from maritime interception force warships. Marines aboard the five ships of ARG Alfa were among the first combat troops placed aboard Iraqi vessels during maritime intercepts in the early days of *Desert Shield*. Along with Navy sea-air-land teams (SEALs), Marines backed up boarding teams composed of sailors and Coast Guard personnel during hostile boardings.

Amphibious forces also played a major role in clearing the northern Persian Gulf of mines. Helicopters performing mine countermeasures used versatile amphibious flight decks inside mine-infested waters off the Kuwaiti coast. USS *Tripoli* (LPH 10), USS *New Orleans* (LPH 11), USS *Raleigh* (LPD 1) and other amphibious ships acted as home base for the MH-53E mine-hunter helicopters, with Marine AH-1W *Cobra*s acting as escorts. The largest mine-clearing effort since World War II allowed battleships to pummel the Kuwaiti coastline with naval gunfire.

The amphibious presence grew following President Bush's Nov. 8 decision to nearly double U.S. forces in the Middle East theater of operations. The Navy sent RADM Stephen S. Clarey's 13-ship Amphibious Group 3 from three West Coast ports with 7,300 Marines of the 5th MEB, commanded by Brig. Gen. Peter J. Rowe, embarked to join their shipmates already on scene — the largest amphbious group deployment since World War II.

USS *Germantown* (LSD 42) and her embarked Marines from Camp Pendleton's 5TH MEB were a shining example of Navy-Marine Corps team spirit, said CDR William J. Marshall III, *Germantown*'s commanding officer.

"Through the intense training and exercises conducted during the amphibious group's transit to Southwest Asia, they had become a family," Marshall said. When war became inevitable, that family became even closer.

Nearly 18,000 Marines aboard the now-largest amphibious assault force in nearly 50 years learned by radio that the ground war had begun as they readied to assault Kuwait's beaches at a moment's notice. Hearing that the long-awaited ground offensive had started made most of the men eager to join in.

In the hours just prior to the ground offensive, 7,300 5th MEB Marines hit the Saudi beaches to augment their 1st Marine Expeditionary Force (MEF) counterparts near the Kuwait border. As the 1st MEF's reserve force, 5th MEB warriors acted as backup in case the ground offensive was stalled by heavy resistance.

Though one of the most powerful arrows in the U.S. quiver was never used during Operation *Desert Storm,* the amphibious force's feints played a major role in the allied victory, forcing Iraq to keep nearly 80,000 troops along the Kuwaiti coastline. As naval gunfire and air assaults pounded Kuwait and Faylaka Island, Iraq readied for the coastal assault that would never come. Each shell pinned the enemy in their trenches as the coalition's "end-run" trapped them between the allied front and the sea.

"The deception plan ... will probably go down as one of the most carefully contrived deception operations in military history," Jenkins said.

Shipboard Marines tried to take comfort in the fact that their presence played a key role, but months of rigorous training had adrenalin levels at a fever pitch throughout the ground offensive.

"I can equate it to being all psyched up for a football game that gets called on account of weather," Berry said. "Their bodies and minds are set to endure the rigors of combat, so it's an emotional letdown for them if they're not used."

Marine Corps Commandant Gen. Alfred M. Gray saw the feint in a different light. "To win 100 victories in 100 battles is not an acme of skill," he said in a message to fleet Marine forces, quoting the military strategist and philosopher Sun-tzu to define the key role his Marines played. "To subdue the enemy without fighting is the acme of skill." □

Above: The setting sun lights ships of the amphibious task force during operations in the North Arabian Sea. Below: A Marine CH-53 helicopter approaches an amphibious ship's flight deck in the Persian Gulf. Opposite page: An aircraft handler directs a *Harrier* on the deck of USS *Nassau* (photo by PH1(AC) Scott M. Allen).

Photo by Capt. Rick Mullen, USMC

Flexible response

The Navy-Marine team responds a continent away

Photo by LT K.F. Flynn

The Navy-Marine Corps team lived up to its tradition of mobility and flexibility in true fashion while deployed in support of Operations *Desert Shield/Storm*, responding to calls for help a continent away from the crowded Kuwaiti theater of operations.

While attention was focused on the invasion and eventual liberation of Kuwait, Navy and Marine Corps units were also busy evacuating civilians from two other hot spots on opposite coasts of Africa. Ships and Marine Corps units temporarily detached from task forces operating in the Mediterranean, Persian Gulf, Gulf of Oman and Red Sea to render assistance in evacuating civilians from two war-torn African countries.

On Aug. 5, Marines from the U.S. task force off the coast of Liberia began the evacuation of 2,690 people, including 330 U.S. citizens, from the capital city of Monrovia.

Operation *Sharp Edge* began with a pre-dawn meeting in the wardroom of USS *Saipan* (LHA 2) to finalize a plan that had been in the works for about two months. During that time, *Saipan* and her Mediterranean Amphibious Ready Group, USS *Ponce* (LPD 15), USS *Sumter* (LST 1181), Fleet Surgical Team 2 and the destroyer USS *Peterson* (DD 969), waited off the Liberian coast for orders to begin the evacuation.

Since December 1989, civil war had raged between rival factions, and the safety of American citizens could no longer be guaranteed. Tension grew as Liberian rebel leader Prince Johnson said he would begin rounding up foreigners to force international intervention into his fight against Liberian President Samuel Doe. Johnson then threatened to attack U.S. Marines at the embassy if the United States did not intervene on the rebel side. After two months of waiting, it was time for action.

As dawn broke, more than 200 Marines

Left: Evacuees arrive aboard USS *Trenton* following their airlift from Mogadishu, Somalia. Right: Marine 1st Lt. Anthony Stone (with binoculars) observes the situation in the U.S. Embassy compound in Monrovia, Liberia.

from Hotel Company, 2nd Bn., 4th Marines ran across *Saipan*'s flight deck and climbed into waiting CH-46 *Sea Knight* and CH-53 *Sea Stallion* helicopters for the 20-mile ride to the U.S. embassy compound in Monrovia.

Saipan turned into the wind, and the helicopters lifted off for the noncombatant evacuation operation (NEO).

The group evacuated not only Americans, but also Liberian, Italian, Canadian and French nationals. The operation ended Nov. 30, after opposing forces agreed to a cease-fire.

Afloat support for the operation, the longest-running NEO in recent naval history, ended Jan. 9, when the amphibious transport dock USS *Nashville* (LPD 13), Helicopter Combat Support Squadron 4 and elements of the 26th Marine Expeditionary Unit departed the Liberian coastal area known during the operation as "Mamba Station."

But *Sharp Edge*, which showed a remarkable display of staying power, did not end with the evacuation. Sailors and Marines from the task force stayed to provide humanitarian assistance by airlifting food, water, fuel and medical supplies to the ravaged city.

Just a few days before Operation *Sharp Edge* ended, and a continent away, another civil war threatened American lives.

The amphibious assault ship USS *Guam* (LPH 9), amphibious transport dock USS *Trenton* (LPD 14) and Marines from the 4th Marine Expeditionary Brigade embarked in *Guam* raced from their positions in the North Arabian Sea in support of Operation *Desert Shield* to rescue Americans and foreign nationals from war-torn Somalia.

Marine Corps helicopters lifted off the decks of *Guam* and *Trenton* during the dark, early morning hours of Jan. 4. The job of the Marines and sailors aboard the helicopters was to evacuate 260 American and other foreign civilians caught in heavy fighting between Somali rebels and government troops.

The bold rescue, named Operation *Eastern Exit*, was implemented within hours of receiving an urgent plea for help from the U.S. embassy in Mogadishu.

Indeed, from the time the U.S. Ambassador in Somalia sent his first message, "I really view this with concern, we've got to get out of here ...," to the time the execute order was given, was less than 48 hours.

The helicopters lifted off while the ships were 460 miles from the Somali coast. They refueled twice in-flight, courtesy of Marine Corps KC-130 tankers that took off from a Persian Gulf air base in Bahrain.

Aerial refueling of the huge CH-53 helicopters under clear daylight conditions is at best a tricky maneuver. But the operation took on new proportions when time constraints, night operations and the difficulty of the mission were added.

The refueling operation was the first of its kind performed during such a lengthy flight ashore from a ship, said Marine Corps Commandant Gen. Alfred M. Gray.

"I really view this with concern, we've got to get out of here."

Marine Heavy Helicopter Squadron 461 reached the embassy, dropped off its Marines and brought aboard 62 evacuees.

Fleet Marines set up defensive positions around the embass while conducting the evacuations.

In all, 260 citizens from 30 nations, including 51 Americans, and the diplomatic contingent from the Soviet Union were shuttled aboard the two waiting ships. A group of U.S. officials and the Kenyan ambassador, who were trapped by gunfire in an office two blocks from the U.S. embassy, were escorted by Marines through fierce firefights between rival factions. After the mission was accomplished, the ships steamed back to the North Arabian Sea in time to support Operation *Desert Storm*.

Marines and sailors have been perfecting evacuation operations for nearly 10 years. And they have been getting more and more practical, real world experience during that decade.

Since 1980, the Navy-Marine team has responded to more than 50 international and regional crises. Their response to events while supporting Operations *Desert Shield/Storm* , was testimony to the effectiveness of the team.

"It's important for us to recognize that we are very mobile, very flexible and we train together (for these operations) all the time," said ADM Robert J. Kelly, commander in chief of U.S. Pacific Fleet.

"The trick," said Marine Lt. Gen. Joseph P. Hoar, deputy chief of staff for Marine Corps plans, policies and operations, "is really the inherent flexibility of the Navy-Marine Corps team to be able to move quickly to an area of strife and to be able to respond quickly." □

Photo by JO1 Alan Uyenco

Combat dam

Controlling chao

The saltiest of sailors will attest that any ship can be a minesweeper — once. These ominous words rang true on the waters of the Persian Gulf Feb. 18, 1991, as Iraqi mines tore into two U.S. ships during the largest minesweeping operation since the Korean conflict.

Within three hours and 10 nautical miles of each other, the helicopter carrier USS *Tripoli* (LPH 10) and the *Aegis* cruiser USS *Princeton* (CG 59) sustained serious mine damage that sent damage control (DC) parties swarming to save their ships, using lessons learned from a mine strike three years earlier against the guided-missile frigate USS *Samuel B. Roberts* (FFG 58) in the very same waters.

Tripoli, acting as the flagship for mine countermeasure forces clearing the waters 70 miles off the Kuwaiti coast, sustained a 20-foot by 30-foot hole in her starboard bow about 10 feet below the waterline after she struck an Iraqi contact mine. The mine appeared to be moored just beneath the surface of the water, said CAPT Bruce McEwen, *Tripoli*'s commanding officer.

The 4:36 a.m. explosion caused flooding in six auxiliary spaces, but damage was minimized by the crew's immediate DC efforts. With only four crew members injured, *Tripoli* continued her mission with embarked minesweeping helicopters for four days after the crew's battle damage repairs.

One of the spaces contained a load of gray paint and paint thinner. As crew members attempted to isolate those spaces, they became soaked with the thinner, paint and water.

But in the cold, wet and frightening environment, the sailors shored up cracked, leaking bulkheads and ventilated compartments in which paints and other toxins were leaking from ruptured tanks.

Those reporting to battle stations near the damaged area had to abandon them because of the fumes. Two crewmen were trapped in sleeping quarters near the blast area where ladders were twisted and hatches were warped shut. "We couldn't get them open. When we finally got them out, they were drenched in paint and thinner," said DC party crewman Fireman Apprentice Adonis Oldenburg.

The force of the blast left the helicopter carrier temporarily dead in the water as repair crews quickly stopped the flooding in the paint storage locker. McEwen said the crew responded quickly and calmly, manning DC teams and reporting to their battle stations, preventing further damage to adjacent compartments.

"Everybody knew where to go and what to do. There was no panic," said Aviation Support Equipment Technician 2nd Class Timothy Pickens, a helicopter crewman assigned to a DC party. "It was entirely training, training and training. We complain about it, but when you come right down to the bottom line, you need it — it's your best friend. We proved it here."

No more than three hours later, *Princeton* suffered a similar fate from another Iraqi mine, sustaining damage which included a jammed port rudder and a crack in her superstructure after the mine exploded under her stern. Three crewmen were injured, one seriously.

The cruiser was providing defense for the coalition mine sweeping force, which was busy clearing potential mine fields in preparation for moving in the battleships, and for any possible amphibious landings.

CAPT Edward Hontz, *Princeton*'s commanding officer, had received information that a possible *Silkworm* missile site was being activated along the Kuwaiti coast, about 30 miles from the mine sweeping activity. He decided to put the ship between the shore and the ships he was protecting.

Ironically, the submerged mine exploded as the captain was speaking to the crew about the potential mine threat and the *Tripoli* strike. The explosion raised *Princeton*'s fantail out of the water into the air, folding the keel like a hinge. This caused extensive bending and breaking of the I-beams that provide structural strength for the ship, buckling the thick steel deck.

"We (on the bridge) were moving up and down very rapidly," Hontz said. "We all grabbed onto something and tried to maintain our footing."

Boatswain's Mate 3rd Class James Ford, serving as mine lookout on the bow of the ship, was thrown 10 feet into the air. He suffered serious injuries. Just seconds after the blast, Signalman 3rd Class Dennis Amador was already giving first aid to Ford. Ford and two others were taken to the British ship HMS *Argus* (A 135) for initial treatment, then transferred to the hospital ship USNS *Mercy* (T-AH 19).

Two seconds after the initial blast, a second mine went off about 300 feet off the ship's starboard bow. This produced

age control

saves the ship

Photo by JO1(SW) Joe Galowicz

CAPT Bruce McEwen, *Tripoli* commanding officer, inspects the 20-foot by 30-foot hole in the starboard bow after his ship struck an Iraqi contact mine in the northern Persian Gulf.

horizontal pressure against the crippled ship. The combination caused a force so great that it cracked sections of the superstructure.

Crew members were already on their way to their battle stations by the time the general quarters alarm sounded. DC and repair parties were already at work trying to save their ship.

The force of the blasts ruptured water lines and fuel tanks, forcing repair parties to work in a mixture of fuel and water. Pumps were activated within minutes of the mine explosion. Once the water and fuel were pumped overboard, the leaking fuel tanks were repaired. After the most serious damage was temporarily fixed, crews began repairing cooling systems for the ship's electronics system.

Despite the damage, *Princeton* crew members continued to work feverishly, providing defense to the other ships in the minesweeping operation.

Many of *Princeton*'s crew members are plank owners and have been on the ship since she was commissioned. The pain they expressed was great, said Chaplain (LT) John Gordy III. Many were angry, most were afraid because they knew another blast could sink her, Gordy added.

"After being on this ship for more than two years, I think of her as home away from home," said Yeoman Seaman Apprentice Greg Hightower. "To see the ship damaged to such extreme is like receiving a personal hurt."

"I could see the feeling of pain in the captain's face. This was his ship, and now she was hurt," Gordy said.

Shortly after the mine strike, USS *Beaufort* (ATS 2) and minesweeper USS *Adroit* (MSO 509) maneuvered through the uncharted mine field to reach *Princeton* for underwater inspection. Then *Adroit* led *Beaufort*, with *Princeton* in tow, to safety through the maze of mines.

"This extraordinary 30-hour period is indicative of the very best from our naval officers and men," Hontz said. "Advanced preparation and training plus the fortunate timing of the explosion which found most of the crew in the least vulnerable center area of the ship at the time of the explosion limited the personnel casualties and resulted in no loss of life."

As in the case of *Tripoli*, *Princeton*'s crew responded to the crisis in "heroic fashion, carrying out required procedures in textbook fashion, and in so doing, saved their ship while continuing to protect the forces for which she was responsible," Hontz added.

The crews of *Tripoli* and *Princeton* turned potential disasters into successes. Their training and fast action averted further damage or sinking, said CAPT Paul Rinn, head of the Navy's Ship Survivability Office at the Pentagon. Some of the lessons applied to the *Tripoli* and *Princeton* incidents were learned three years ago, when Rinn and his crew saved *Samuel B. Roberts* after being struck by an Iranian mine April 14, 1988, in the southern Persian Gulf. In each situation, the main link to the survivability of the ships was the swift reaction and performance of the crew.

Rinn said following inspections of both *Tripoli* and *Princeton* that their leadership was far-sighted, disciplined and sound, adding that the crews' great bravery and skill saved both ships.

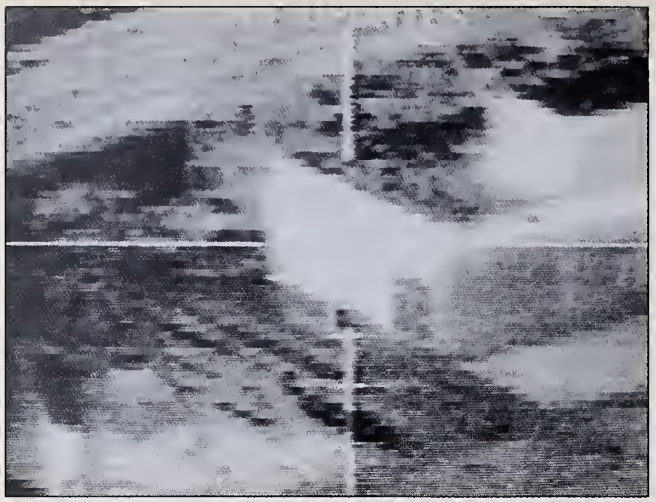
The whipping action from the blast under *Princeton* caused considerable damage, and the crew did an exceptional job to de-water compartments, he said. "They did it better than it's ever been done before, and they did an exceptional job in bringing the *Aegis* system back on line in rapid fashion."

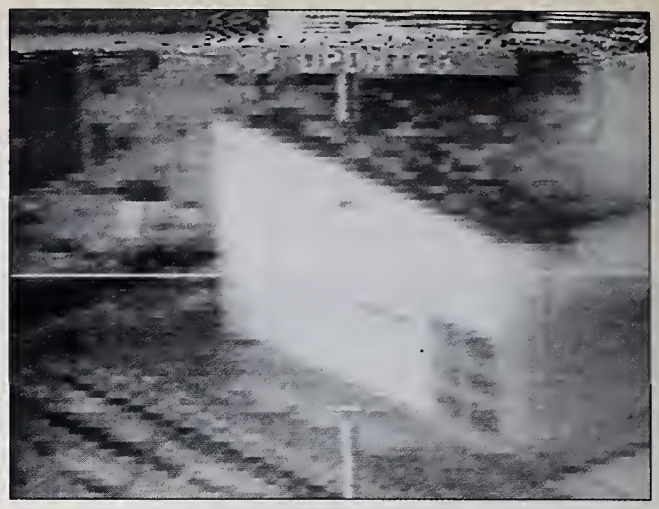
Tripoli returned to duty as flagship for allied mine-clearing operations the first week of April, after the men and women of battle damage repair crews from USS *Jason* (AR 8) completed six-month's work in 30 days.

After 102 days in the Persian Gulf, *Princeton* shifted colors and returned to the USS *Ranger* (CV 61) battle group following repairs by Navy men and women at a Persian Gulf shipyard.

Both COs and Rinn agreed the Navy has always concentrated on damage control training, constantly improving capabilities to counter battle damage, and that training paid off aboard *Tripoli* and *Princeton*.

"We work hard at it. It's like playing football or baseball," Rinn said. "You have to practice to be good at it. And we are good at it. That's no public relations statement — that's a fact." □





Weapons of war

Deadly technology gives coalition forces the edge

There were many heroes of Operation *Desert Storm* — sailors, soldiers, airmen and Marines whose training and determination helped prevent a prolonged campaign against Iraq. But in addition to the pilots, tankers, infantrymen and flight deck crews of the Navy-Marine Corps team, another group of heroes drew keen interest from the home front. Names like *Tomahawk*, SLAM and *Patriot* became overnight sensations — the high-tech heroes responsible, in part, for the ultimate victory.

These may not be heroes in the normal sense — they lack the attributes of courage and heart. However, they proved to be extremely effective when they bared their teeth against a belligerent foe.

American forces first attacked Iraq at 1:40 a.m. (Gulf time), Jan. 17 when naval forces launched a barrage of *Tomahawk* cruise missiles from the Persian Gulf and the Red Sea against strategic targets in Iraq and Kuwait. LT Guy W. Zanti, USS *Wisconsin*'s (BB 64) cruise missile officer, said after the attack, "I heard the correspondents on the radio in Baghdad say, 'I hear bombs but I don't see any planes.' That's because there were no planes."

Desert Storm was the first combat test of the cruise missile system and the warriors who man it. It also marked the first coordinated *Tomahawk* and manned-aircraft strike in history. *Tomahawk*s were fired from destroyers, cruisers, battleships and submarines. In all, 20 ships and submarines fired nearly 290 cruise missiles into Iraq and occupied Kuwait.

Tomahawk's outstanding performance and accuracy — 85 percent efficiency during *Desert Storm* — validated the results of years of operational testing. "*Tomahawk* doesn't know the difference between war and peace," said one Navy officer describing its baptism in combat. "It just does its job."

The Navy used two types of *Tomahawk* cruise missiles during Operation *Desert Storm*; the land-attack missile (conventional) (TLAM-C) and the land-attack missile (submunition) (TLAM-D). The TLAM-C delivers a single, 1,000 pound warhead, whereas the submunition version, TLAM-D, can dispense up to 166, 3.4 pound bomblets in 24 packages.

*Tomahawk*s were used to destroy surface-to-air missile sites, command and control centers, electrical power facilities and were credited with the destruction of Iraq's presidential palace.

The *Tomahawk* uses a vast array of advanced technology to reach its target. Launched with a solid-rocket booster and propelled by a turbo-fan engine, the missile follows guidance directions from its on-board computer. Skimming the ground at 100 to 300 feet, it literally reads the terrain to avoid enemy radar.

Although the missile's warhead is small in comparison to the payloads of modern bombers, it has the advantages of being fast, hard to detect and immune to human traits, such as nervousness. More importantly, it can attack targets too dangerous for pilots.

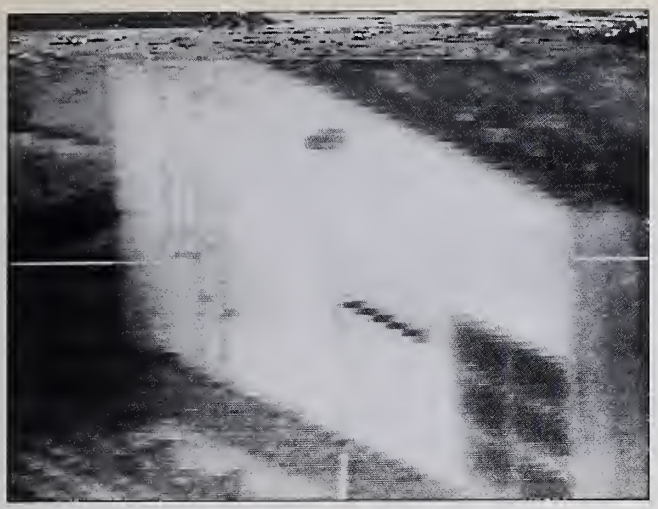
The *Tomahawk*'s deadly accuracy is a result of its sophisticated electronics and extensive programming. Overland routes flown by *Tomahawk*s are developed by theater mission planning centers at Commander-in-Chief, Atlantic Fleet and Commander-in-Chief, Pacific Fleet with the help of the Defense Mapping Agency. Programming the missile's flight from ship to shore is done solely by the shipboard technicians.

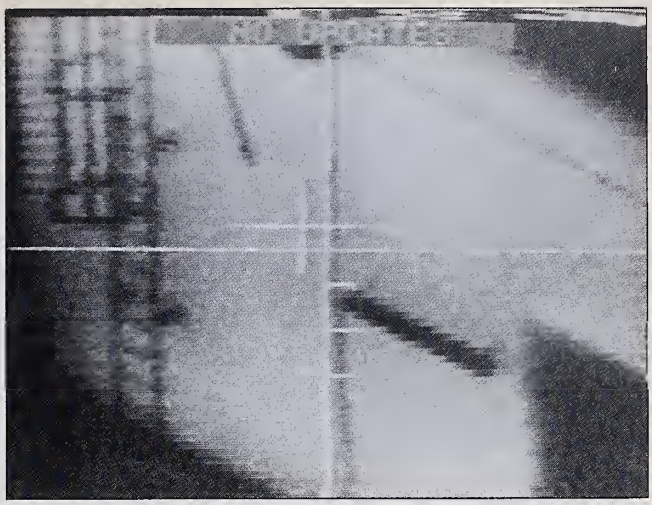
The *Tomahawk*s used in *Desert Storm* served to both hit important targets and save allied aircraft by attacking defensive positions ahead of the air assault.

Anti-ship missile attacks were carried out using the *Harpoon* cruise missile, previously used against Iranian warships in 1988 after the mining attack of USS *Samuel B. Roberts* (FFG 58).

In addition to the performance of the *Tomahawk* and *Harpoon*, the Navy also recorded the first combat use of the stand-off land-attack missile (SLAM) and the high-speed anti-radiation missile (HARM). SLAM allows pilots to attack high-value, fixed land targets and ships from more than 50 miles away.

Deployed from carrier-based aircraft, SLAMs use targeting data loaded into the missile before take-off, gobal positioning





U.S. Navy Photos

system mid-course guidance assistance and video aim-point control to provide a precision strike capability. SLAM's data link system allows the missile to be launched by one aircraft and guided to the target by an operator in another aircraft, normally positioned out of danger, as far as 200 miles away.

The HARM proved effective in the destruction and suppression of electronic emitters, especially those associated with radar sites used to direct anti-aircraft guns and surface-to-air missiles.

"The emphasis on 'smart' weapons," said VADM Dick Dunleavy, assistant chief of naval operations for air warfare, "like HARM, SLAM, and laser-guided bombs has enabled our crews to hit hard and live to fight another day."

Another modern warfare system dedicated to insuring the survival of sailors and their ships is the *Aegis* combat system. *Aegis* ships have the ability to coordinate the protection of the battle group in a multi-threat environment. This high-tech command and control system allows the battle group to concentrate on offensive tasks by reducing resources needed for defense.

The *Aegis* weapon system is the most capable surface-launched missile system the Navy has ever put to sea. It can defeat an extremely wide range of targets from above or below. *Aegis*-equipped ships can engage and defeat enemy aircraft, missiles, submarines and surface ships.

Aegis enhances capabilities in controlling aircraft traffic within its range. Anti-air warfare coordinators, using the *Aegis* technology aboard the cruisers USS *Mobile Bay* (CG 53), USS *Bunker Hill* (CG 52), USS *Princeton* (CG 59) and their counterparts were key in "deconflicting" more than 65,000 aircraft sorties in the Persian Gulf. *Aegis* performed with a 100 percent efficiency rating, resulting in no "blue-on-blue" aircraft losses.

There were many other ways the Navy-Marine Corps team used high-tech weaponry to keep down human losses. The Unmanned Aerial Vehicle (UAV), or Remotely Piloted Vehicle (RPV) as they are sometimes called, was another Gulf War success story. Several times larger than the remote control airplane a hobbyist might own, this mighty mite is now a battle-proven hero. The UAV is equipped with a television camera that relays live battlefield pictures to the launch site.

Launched from ships using a jet bottle, or from the ground, a UAV can operate for several hours at a distance of more than 100 miles from its launch site. UAVs are used to direct gunfire and gather other real-time information from behind enemy lines without risking the lives of airborne or ground-based spotters.

Above: Sequence of a SLAM missile's trajectory during a precision strike mission against an Iraqi super phosphate plant at Al Qaim, Iraq. Below: Periscope view of a Red Sea *Tomahawk* launch from USS *Pittsburgh* (SSN 720)against an Iraqi target. Four submarines launched successful *Tomahawk* strikes during Operation *Desert Storm.*

U.S. Navy Photo

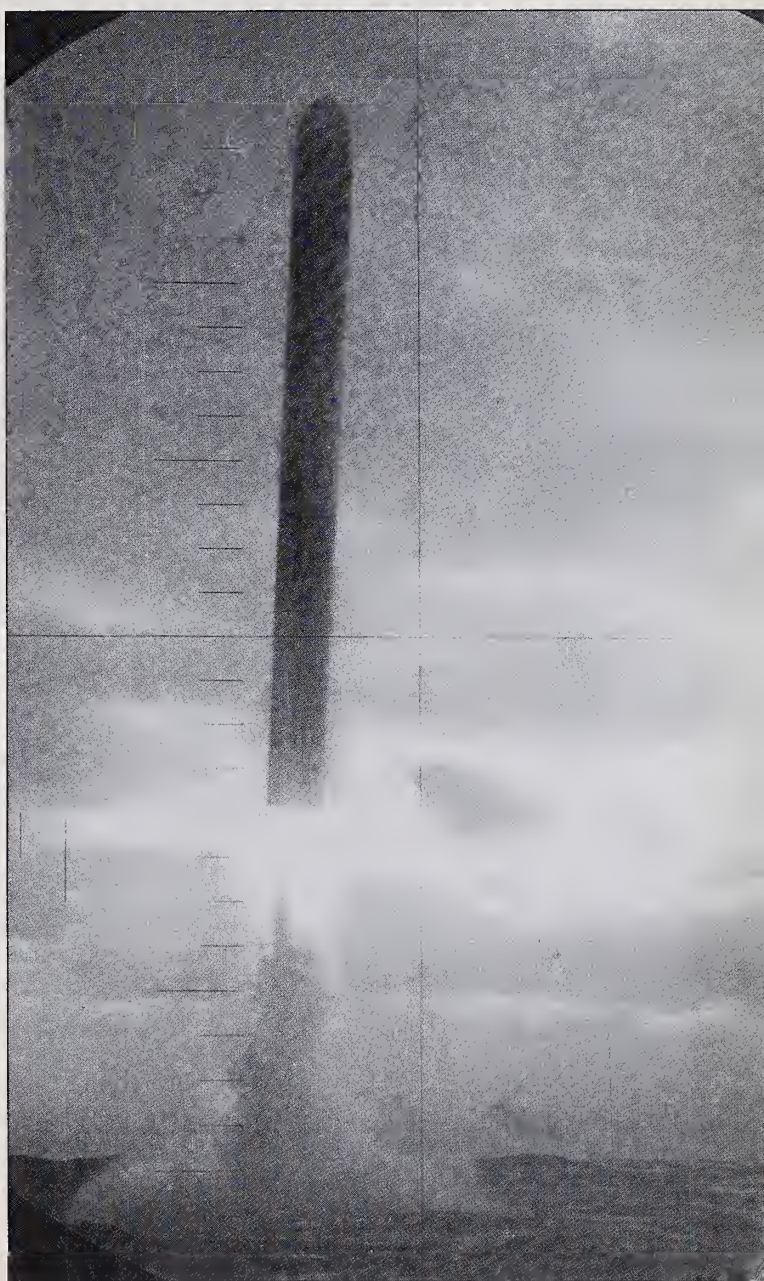


Photo by Sgt. Brad Mitzelfelt, USMC

Above left: A Marine TOW missile team patrols the Saudi desert. Above: AO1 Michael Gettys prepares and AIM-9 *Sidewinder* missile aboard USS *John F. Kennedy* (CV 67). Below: A remotely piloted vehicle, launched from USS *Wisconsin*, heads for Kuwait to conduct spotting for the battleship's 16-inch guns.

"To be able to hit a target, you have to know within reason where the target is," said CAPT David S. Bill, USS *Wisconsin*'s commanding officer. "With our RPVs and our dominance in the air, we know exactly where our targets are, and we can spot rounds precisely."

In addition to its planned mission, the UAV is credited with one accomplishment not even its designers could have foreseen. According to Navy reports that came out during the coalition ground offensive, hundreds of Iraqi soldiers spotted an RPV launched from USS *Missouri* (BB 63), chased it while waving a white flag and raised their hands in an attempt to surrender.

The Marine Corps also employed a number of advanced technology weapons in Operation *Desert Storm*. One extremely effective system was the TOW missile.

The TOW, an optically-guided, wire-controlled guided missile, is one the most sophisticated anti-armor weapons known today. Mounted on the high-mobility multi-wheeled vehicle, the TOW is a highly-mobile, deadly-accurate tank stopper known to the Marines as "death on a leash." TOWs can be used against tanks, armored personnel carriers and even reinforced bunkers.

Although complex, the TOW is relatively simple to use. The gunner sights his cross hairs on the target and fires. As long as the sight is on the target, the missile will find it. Guidance information is fed by two spools of thin copper wire connected to the missile. "This is probably the most accurate anti-tank weapon ever made," said Marine Cpl. Joey Johansen of the 1st Battalion, 6th Marines.

The Army and Air Force also came out of *Desert Storm* as big winners on the high-tech weapons front. The *Patriot* anti-missile missile greatly mitigated the threat of incoming Iraqi *Scud*s, becoming, next to Army Gen. H. Norman Schwarzkopf, the biggest media star of the war. The Air Force's "smart" bombs and their laser-guided Navy cousins, brought new-age weapons into the homes of everyone in the country. Millions of people were glued to their televisions to see a birds-eye view of the many enemy command and control centers enveloped in clouds of smoke and debris as these video bombs found their mark.

There were many success stories in Operation *Desert Storm*. Many new weapons, previously fired only in training exercises, performed exactly as they were intended. The old reliables were just that. The ships, planes, tanks and missiles; everything seemed nearly flawless. However, according to Defense Secretary Dick Cheney, "Everybody talks about the wonder weapons, but the most impressive capability we have is our people." □

Seabee spirit

They "can do," and did in the desert

Like a family waiting for a home to be built, members of the 1st Marine Division grew excited as their new home began to rise from the desert floor in Saudi Arabia. They were eager to leave the silt and sand that had permeated every nook and cranny of their tents and move into real buildings. They had asked the Seabees for help, and just as they have since World War II, the Seabees responded, "Can Do."

In fact, the Saudi landscape was quickly dotted with structures that looked hauntingly like the old quonset huts built on the battlefields of Guam, the Philippines or any one of the other places when the Seabees have historically supported U.S. troops. The roads, runways, buildings, bunkers and tank barriers carved into the Middle East sand stand as monuments to the "Can Do" attitude — the trademark of the Naval Mobile Construction Battalions (NMCB). More than 5,000 Seabees — 4,000 active duty and 1,000 reservists — served during *Desert Shield/Storm*.

Marines turned to the Seabees when they needed a complete facility constructed to sustain their people. The projects included wood-frame buildings, power and waste water disposal facilities.

Once the buildings were well underway, the battalions' Bravo Companies moved in to provide utilities to operate several large field galleys in the desert. Utilities and other work was completed in time to cook Thanksgiving dinner for troops at the front and two special guests — President and Mrs. George Bush.

At the same time, the members of one NMCB hustled to build another project — nothing less than the headquarters complex of the 1st Marine Expeditionary Force (MEF). Working from dawn to dark for weeks, battalions created the complex by adapting an existing police station and building additional structures.

Members of NMCB Alfa Companies completed road construction and paving. Charlie Companies erected Southwest Asia huts, built on to existing buildings, strung thousands of feet of fencing and erected 20-foot-tall security towers and building revetments to protect vital communications equipment. Crews from Bravo Companies repaired the existing air conditioning systems and sanitary facilities and installed a major electrical distribution system capable of servicing a small town.

In all, Seabees of the Naval Construction Force built 14 galleys capable of feeding 75,000 people; a 40,000-man EPW camp; 6 million square feet of aircraft parking apron after moving 9 million cubic yards of sand and dirt to prepare the sites; four ammunition supply points that held $2 billion of ordnance and built 4,750 buildings. They also maintained 200 miles of unpaved desert four-lane divided roads that were the main supply routes.

Today's Seabees used the latest in construction materials for aircraft hangars, maintenance shops, berthing, headquarters facilities and other structures needed by troops far from home.

Many of the facilities, unlike their predecessors in previous combat zones, were constructed by new processes such as K-span. K-span arches are produced when rolls of steel are fed into automatic building machines, allowing a building's shell to be erected 80 percent faster than by conventional means. Fabric membrane structures called "sprung instant" or "clamshells" were also erected.

During *Desert Shield/Storm*, they used more than 7.5 million board-feet of lumber, 92,000 sheets of plywood, 110,000 feet of PVC pipe, 1.4 million feet (262 miles) of electrical wire, 50,000 cubic yards of concrete and 250,000 cubic yards of select fill.

In 36 days the largest multi-battalion force in 20 years, formed by Seabees from NMCBs 1, 4, 5, 7, 24, 40 and 74, constructed the

Photo by CWO2 Ed Bailey

Seabees from NMCB 5 prepare frames for laying concrete during a February construction project in northern Saudi Arabia.

2nd MEF bed-down. "Wally World" as it was called — officially named the 2nd Marine Expeditionary Force Brigade Marshaling Area — was built using 20,700 cubic meters of concrete.

Wally World consisted of six separate camps. Built to accommodate 2,500 Marines, each "module" covered 50 acres and included 290 17-foot by 33-foot concrete platforms for berthing tents, four 800-square-foot wood frame food preparation buildings, 20 strongback tent frames for other galley facilities and four shower facilitie. In addition to running electrical and potable water service throughout the camp, the Seabees also built 20 steel security towers around the perimeter of the 300-acre camp.

Seabee versatility was put to the test in *Desert Shield/Storm*. Heating a 3,000 gallon water holding tank with a 120 gallon hot water heater required ingenuity from the utilitiesmen and construction electricians tasked with providing hot showers to Marines in the Saudi desert. They overcame delays and inadequate equipment to supply 300 shower heads with hot water.

"We had to make do with a fabrication here and there on the unorthodox side of the house," said Construction Electrician 1st Class Roger Riojas of NMCB 40, "but that's one of the other mottos that the Seabees have, 'Make do with what you got.'"

Providing a hospitable home was not the only way the Seabees helped the Marines. They were responsible for building numerous mock artillery pieces and tank turrets and placing them at strategic points to deceive the Iraqi military. This ensured that the Iraqis did not know where the Marines were actually located.

Just after the ground war began, an advance team from the 3rd Naval Construction Regiment entered Kuwait to prepare positions for the 1st MEF command units to move into the following day. The plan, which was not fully executed due to the duration of the ground war, called for Seabees to repair the Al Jaber Airfield, maintain roads within Kuwait, construct enemy prisoner of war camps and finally, move up to Kuwait International Airport to support the Marine divisions there.

This deployment truly substantiated the "mobile" in NMCB. From their initial Saudi locations in the sand at the Jubail industrial area and in Bahrain, through the 300- to 500-man camps at Al Mishab, Al Kibrit, Al Qaraah, Al Khanjar and Kuwait, the Seabees lived strictly on what they could produce.

Photo by CWO2 Ed Bailey

Photo by CWO2 Ed Bailey

Above: BU3 Matthew Hollenbaugh and BU3 Dale Herbert pound stakes to build a concrete wall in northern Saudi Arabia. Below: A Seabee bulldozer moves Saudi Arabian sand to form a defense line near the Kuwaiti border.

Heavy equipment, tons of fuel, supplies and construction materials were transported vast distances over the desert. More than 200,000 miles were logged by one NMCB on supply runs from Jubail to the northern camps with no accidents or vehicle breakdowns, a remarkable statistic generated by remarkable people.

But perhaps their most important contribution was the part Seabees played in what Army Gen. H. Norman Schwarzkopf called the "End Run." While under the gun, both figuratively and literally, the Seabees constructed more than 200 miles of road — a four-lane divided highway in the sand. Striving to deceive the Iraqis about the coalition force's invasion plan, they faced the formidable task of constructing the road network at the last minute. Rising to the challenge, they got the job done — "Can Do" in action.

The Seabees built more than camps and airfields; they built character, making themselves better for the experiences gained in the desert. This, and the mutual admiration developed between Seabees and hundreds of Marine engineers, made a team that was unbeatable in the combat service support arena.

"For some the changes will be drastic; for others the changes will be less noticeable," explained Master Chief Constructionman C.E. Maxwell, NMCB 40's command master chief. "Some will talk more and boast about their contributions, while others will be quieter and will keep their experiences to themselves.

"Some have come to realize what it really means to be 'an American fighting man' in defense of our nation's security interests around the world," Maxwell added. "... For some, the bells of freedom will carry a sweeter sound than they heard seven months ago and the colors of our nation's flag will be brighter. You can be proud of your Seabees — they've done a magnificent job for our country." □

Photo by PH2 William A. Lipski

Combat logistics

The power behind the coalition's punch

An army travels on its stomach," Napoleon is credited with saying. But, surely, he wasn't the first to realize this military truism. Every fighting force that ever hoped to succeed in battle had to have sufficient foodstuffs to carry it through the campaign. Food alone cannot guarantee victory, but a lack of it can guarantee defeat. Just ask Saddam Hussein.

It was true in 1812, 1917, 1945 and it is true today for both armies and navies. The concept not only applies to food, but to guns, bullets, fuel, machinery and parts. If you aren't lucky enough to be waging war near your local naval supply center, you need to bring these items with you.

When President Bush drew his now-famous "line in the sand," it was as if a starter's pistol were fired at nearly every Navy supply center at home and abroad. Ships nearest the Persian Gulf and the Eastern Mediterranean needed to be ready for battle at a moment's notice. Ships at U.S. homeports had to be stocked with all the goods and hardware they and their embarked Marines would need to carry the fight to Iraq, half a world away.

From the beginning of *Desert Shield*, Naval Supply Center (NSC), Norfolk, was flooded with requests. Dozens of Norfolk-based ships were going to be needed in a hurry. For USS *John F. Kennedy* (CV 67) and her battle group, it meant the 30-day process of loading supplies for a six-month cruise had to be done in four days.

"Sailors were lined up with requisitions from the front desk to the entrance door, and out around the corner of the building," said LCDR Eric Ferraro, Norfolk customer service officer.

Kennedy alone requested some 700 pallets of food. By the time she left, NSC Norfolk had provided the battle group with 2 million fresh eggs, 185,000 pounds of hot dogs, 250,000 pounds of chicken and 400,000 pounds of hamburger. During the first two weeks of August, NSC's fuels division delivered 525,000 barrels of fuel oil to departing ships and squadrons — more than twice the normal amount. NSC did one month of normal business in two days during its furious effort to supply deploying ships and aircraft.

For the Navy, Operations *Desert Shield/Storm* presented one basic logistic challenge: how to coordinate the movement of supplies, aircraft, troops and ships in the smoothest and most expeditious manner in a small war zone. It is from that challenge that the U.S. Naval Logistic Support Force (NavLogSupFor) was born. Commanded by RADM Robert Sutton, NavLogSupFor was tasked with making things happen in the Persian Gulf.

Setting up a new command is always a difficult undertaking, and with the threat of war looming on the horizon, Sutton and his staff had their hands full.

Because the Navy was operating in "uncharted waters" logistically, the command was created to relieve operational commanders afloat and ashore from the burden of spending valuable time planning logistics. They could concern themselves with winning the war while the logistic support force made sure that supplies were constantly on the move.

Keeping up to 115 deployed ships fully-stocked presented the greatest challenge to Navy logistic planners. Without supply ships, the carriers, cruisers, destroyers and frigates would not have been able to sus-

Above: A CH-46 helicopter from USS *Detroit* (AOE 4)conducts a vertical replenishment over USS *John F. Kennedy* in the Red Sea.

tain their projection of military might.

Once combatant ships arrived in theater, virtually all resupply operations had to be carried out by combat logistic force (CLF) ships, which were supplied through expeditionary forward logistics sites, using the two methods of resupply at sea — underway and vertical replenishment (VertRep).

The dozens of CLF ships deployed during Operations *Desert Shield/Storm*, along with various Military Sealift Command (MSC) and Ready Reserve Force ships, had the monumental task of supplying six carriers, two battleships, two command ships, two hospital ships, 31 amphibious ships and 40 other cruisers, destroyers, frigates, submarines and minesweepers.

One of the ships responsible for keeping battle groups ready to fight was the fast combat stores ship USS *Sylvania* (AFS 2), nicknamed "Vigilant Provider." During her seven-month deployment she steamed more than 35,000 miles providing supplies and services to her customers.

As one of the "on-station" supply ships during *Desert Shield/Storm*, *Sylvania* delivered more than 20,500 tons of supplies, never missing a commitment. Shuttling between advanced supply depots and the fleet, *Sylvania* filled more than 30,000 requisitions, delivering parts and enough food to sustain more than 150 ships with 35,000 sailors and Marines embarked.

In addition to alongside resupply operations, *Sylvania*'s embarked helicopter squadron provided VertRep throughout *Desert Shield/Storm*. During the cruise, embarked Helicopter Support Squadron 6, Detachment 4, transferred 5,000 tons of supplies, 915 passengers and 31,000 pounds of mail. The detachment nearly doubled *Sylvania*'s rate of cargo transfer, resupplying ships at a distance while other units were alongside. AFSs and other replenishment ships were key players in keeping warships on the move throughout the demanding missions of *Desert Shield/Storm*.

Ships like the destroyer tender USS *Yellowstone* (AD 41) fulfilled another logistic requirement of sustained naval presence. Based in the Red Sea port of Jeddah, Saudi Arabia, she provided critical repair and rearming capability to the fleet. During seven months in the Middle East her crew completed more than 10,000 repair jobs on 30 U.S. and allied ships. The Navy men and women aboard tenders in the region provided a wide variety of services simultaneously to as many as five destroyers moored alongside.

Above: LT Kelly Franke of HC-2 prepares to fly one of the *Desert Ducks* on a support mission. Opposite page: USNS *Regulus* (T-AKR 292) receives fuel from a supply tanker while carrying troops and equipment to the Middle East.

The women serving in non-traditional roles aboard tenders joined their counterparts throughout the Middle East — nearly 2,500 serving aboard CLF ships, MSC vessels, two hospital ships and ashore at fleet hospitals, aviation and cargo handling detachments — to play a crucial role in the Navy's contribution to *Desert Shield/Storm*.

"Without the quick, reliable service that the officers and crew of *Yellowstone* provided, the ability to sustain three carrier battle group operations would have been severely hampered," said RADM Riley Mixson, Commander Carrier Group 2 and Commander Naval Forces Red Sea.

Jeddah was also the site of the Combat Logistic Stores Facility (CLSF). CLSF Jeddah gave replenishment ships assigned to the Red Sea the ability to restock and rearm without depending on the Suez Canal as their logistics link. The replenishment and maintenance effort both ashore and underway kept task groups sustained on-station throughout *Desert Shield/Storm*, a key factor in keeping Iraq locked in.

"One thing that is always inherent with a battle group is that we're self-contained for a sizeable period of time. We've got our ordnance; we've got our food; we've got our fuel. I think the deterrent value that that represents will always be an important tool," said VADM Stanley Arthur, commander of *Shield/Storm*'s naval forces.

When moving large amounts of cargo in and around a war zone, the threat of terrorism is heightened. Physical security against water-borne attack for three major ports in the Gulf region was one of the first concerns raised during the massive build-up. NavLogSupFor took on the responsibility of coordinating the efforts of the Port Security Harbor Defense (PSHD) force.

Three PSHD groups — made up of a Mobile Inshore Underwater Warfare Unit operating radar and sonar from the pier, a Coast Guard small boat security team and a Navy explosive ordnance disposal (EOD) diver unit — operated 24-hours a day in vital harbors on the Persian Gulf.

The ports in Bahrain, along with those in Jubail and Dammam in Saudia Arabia, were key to the coalition's success as they received and transferred tanks, troops, ammunition and other supplies for coalition forces. A successful strike on any one of these ports would have done more than damage morale — an attack could have seriously disrupted vital supply lines and decreased the effectiveness of the air and ground war.

Resupplying ships at sea and protecting port facilities was not the only concern of

the logistics team. Support was essential for land-based Marines and sailors as well.

Desert Storm Marines depended on their Force Service Support Group (FSSG) to provide a full range of services, which included 50,000 gallons of water daily to thousands of parched Marines stretched across hundreds of miles, meals-ready-to-eat, camouflage netting and other gear to troops in theater.

Engineering and construction detachments also built wood-frame tents, cleared and leveled runway aprons and supported other services. They also spent time training the Saudis how to build defensive positions and survivability sites.

The Motor Transport Marines had a difficult time supplying reliable transportation. Marine Warrant Officer Mark Foreman, motor transport officer, explained that, "The sand breaks down filters and seals faster than normal, and the rough terrain shakes a lot of nuts and bolts loose."

But for the motor Marines, it seemed no problem was too fine or gritty to correct, and the vehicles were maintained as best as they could have been in the desert.

Sgt. Peter Abdallah summed up the feelings of a lot of Marines in FSSG. "There are a lot of people counting on us, but we feel prepared to handle whatever missions we are called upon to do."

Logistics support was also the job of sailors from Naval Mobile Construction Battalions, Cargo Handling Battalions, Navy Overseas Air Cargo Terminal units and Forward Freight Terminal units. Seabees and cargo handlers were among the first to arrive in the Saudi Arabian desert to prepare for the largest deployment of forces since Vietnam.

Within 48 hours of President Bush's order, detachments of cargo handlers, the "combat stevedores," were airlifted to participate in off-loading supplies and equipment from maritime pre-positioning force ships.

This massive effort involved moving more than 2,400 people and nearly 40,000 tons of equipment and supplies.

But offloading was just the beginning as Seabees built mini-cities in the desert, expanded airfields and set up berthing facilities, ammunition storage points and roads to provide the cornerstone for force structure in the desert.

Seabees were also involved in the direct support of the ground assault. Their task was to establish a Naval Construction Force Logistics Support Base to provide the lst Marine Expeditionary Force (MEF) support needed to attack Iraqis in Kuwait.

The road network needed to support Schwarzkopf's legendary "end run" was undoubtedly the most important task facing the Seabees. The need to deceive the enemy made the task even more difficult because it necessitated last-minute construction. The end run ultimately required more than 200 miles of four-lane divided highway over the sand.

According to Marine Lt. Gen. Walter E. Boomer, commanding general, 1st MEF, "The Seabees are doers, not talkers."

To support the aviation side of the mission, airfields in Saudi Arabia and Bahrain were put into operation and a logistics air force of 25 dedicated helos and fixed-wing aircraft was created.

"One of our helos, an H-53 from HC-1 [Helicopter Combat Support Squadron 1], was one of the first aircraft from the coalition forces to land in Kuwait City after the liberation," Sutton said. "Within two days of that event, we were making regularly scheduled flights into the pier at Al Shuaiba, the main port for the country of Kuwait, to support the EOD mine-clearing efforts going on up there."

The Navy-Marine Corps logistics establishment is one of the largest, most expedient supply networks in the world. Operations *Desert Shield/Storm* proved that America can project, and more importantly, maintain a potent sea and land force thousands of miles from U.S. shores.

"If the Persian Gulf crisis has proved anything," said *Washington Post* columnist David S. Broder, "it is that we bought a lot more in the military buildup of the 1980s than the overpriced toilet seats Pentagon critics held up to constant ridicule. That buildup gave us an airlift and sealift capacity that made this deployment a logistic miracle, a Navy that was able to impose a blockade on Iraq and the active and reserve forces ready to undertake a mission no one had anticipated."

And that mission is far from complete, with the massive task of redeployment underway, the entire logistic infrastructure will be working to finish the job long after the war fades from TV screens and newspaper headlines.

"There is a saying in the U.S. Navy logistics community," said RADM Nick Gee, commander of Cruiser Destroyer Group 8, "the difference between a naval battle force that comes to play and one that comes to stay is logistics." □

Photo by PH1(AC) Scott M. Allen

The total force

Reservists hit the ground running

The reservists came; they did their job. No one really noticed anything unusual. It was total integration. That's what "Total Force" is all about.

The call-up of reservists in support of Operations *Desert Shield/Storm* marked the first time a President involuntarily recalled reservists since the Korean War. On Aug. 22, 1990, President Bush issued the first executive order authorizing the call-up of 48,800 men and women of the Selected Reserves to active duty.

Subsequent executive orders increased the authorization to 360,000 for all the services. Of those, the Navy and Marine Corps were each allowed a ceiling of 44,000. Neither service used its full authorization, but those called to duty in the Persian Gulf and at home were used effectively, working and fighting in harmony with their active-duty counterparts.

The more than 21,000 naval reservists and 31,000 Marine Corps reservists who were actually called not only joined active-duty units in and around the Arabian Peninsula, they also filled critical military support positions in the United States and overseas caused by regular active-duty deployment to the Middle East. These citizen-sailors and -Marines were able to step right in without missing a beat.

Chief of Naval Operations ADM Frank B. Kelso II said that *Desert Shield/Storm* "shows me that reserves can back up our active-duty forces in real crisis situations and that our plans under that Total Force concept are realistic."

"*Desert Storm*'s smooth integration of reserve combat, combat support and combat service support units into the active forces has proven the viability of our integrated training and exercise programs," said Commandant of the Marine Corps Gen. Alfred M. Gray. "Our reserve forces are a key component of our warfighting capability."

As events unfolded in the Persian Gulf, it became increasingly difficult to distinguish a "regular" from a "reservist." Some mission specialties were performed solely by reserve forces. The Naval Reserve provided the Navy's only capability in many areas, including dedicated combat search and rescue, mobile inshore undersea warfare and logistic air transport.

"Along with our sister squadron, the Helicopter Combat Support Special (HCS) Squadron 4 'Red Wolves,' we are the only Navy assets — regular or reserve — whose primary mission is to provide dedicated combat search and rescue capability for Operation *Desert Shield*," said CDR Charles A. Erickson, HCS-5 commander.

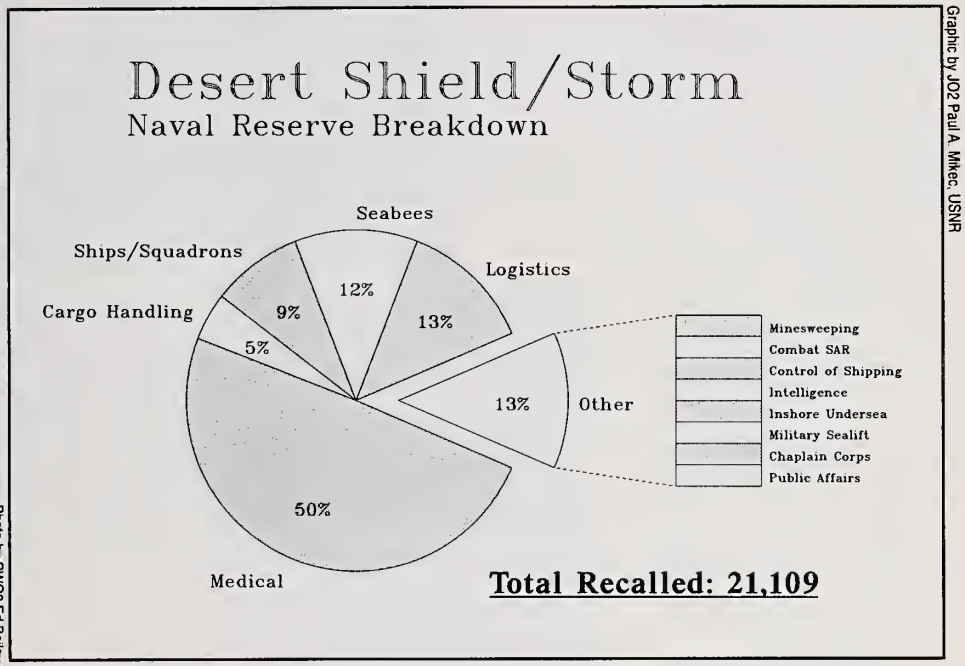
Helicopter Support Squadron (HS) 75 also played a key role in Search and Rescue Operations. In Diego Garcia, a B-52 with six crew members on board was forced to ditch after it developed severe mechanical problems. The rescue helicopter was airborne within minutes and arrived at the crash site approximately 40 minutes after receiving the call for help. The reservists quickly spotted and rescued three survivors.

Reserve Mobile Inshore Undersea Warfare units (MIUWU) provided 100 percent of the Navy's harbor surveillance and port security. "This unit is unique because we don't have an active-duty counterpart, " said CDR Edward J. Pierce, executive officer, MIUWU 202.

Naval air reserve fleet logistic support (VR) squadrons provide the Navy with 100 percent of its medium/heavy U.S.-based air logistics support capability. During *Desert Shield/Storm*, four recalled VR squadrons carried more than 6,100 passen-

Photo by CWO2 Ed Bailey

Reservists at Fleet Hospital 6 keep prepared through casualty drills with coalition soldiers. Nearly one-half of all recalled naval reservists during *Desert Shield/Storm* were from the medical field.



Graphic by JO2 Paul A. Mikec, USNR

gers and 4 million pounds of cargo to Southwest Asia. The squadrons logged more than 4,100 flight hours.

However, the majority of reservists augmented their regular counterparts. They came from all parts of the country, representing most specialties: medical, naval construction, cargo handling, mine warfare, naval control of shipping, intelligence, public affairs and the chaplain corps. Reservists made significant contributions, and training and experiences were shared between them and their active-duty shipmates, enhancing the skills of both groups by the time the crisis was over.

Medical personnel composed the largest number of any specialty recalled — approximately 50 percent of the naval reservists. Not only did they provide timely, critical augmentation needed to sustain patient care capability at more than 18 CONUS medical treatment facilities, they also provided staffing for two self-contained, 500-bed fleet hospitals. In addition, reserve medical specialists and support personnel augmented the hospital ships USNS *Mercy* (T-AH 19) and USNS *Comfort* (T-AH 20), doubling their patient care capability.

"The quality of the reservists represented the best of academia and private practice," said CAPT (Dr.) Taylor Cook, Navy Central Command force surgeon.

As many as 265 naval reservists deployed aboard *Mercy*. For them, the mobilization was a significant learning experience. "There's a lot more available in civilian hospitals," said LT Berta Kaemmerling, a naval reservist deployed aboard *Mercy*. "Here, you do the best you can with what you have. But I've learned more here than I ever could have learned in a civilian hospital. The knowledge that is available for the taking on this ship is unbelievable."

The famous Seabee "can do" spirit was amplified during Operation *Desert Storm*. About two-thirds of the Navy's construction force are reservists. In all, more than 2,800 reserve Seabees were called to active duty in response to the Gulf crisis. At the cessation of hostilities, 24 percent of all Seabees on active duty and 34 percent of the Seabees in the Persian Gulf area were naval reservists.

Two Seabee reserve units, Reserve Naval Mobile Construction Battalions 23 and 24, deployed to the Pacific Fleet and *Desert Shield/Storm* theater of operations. Informal feedback indicated that they performed every bit as well as their active counterparts because their hands-on experience in the craftsman trades allowed for a quick transition to a highly productive force.

The reserves provided 90 percent of the cargo handling battalions' capability in *Desert Storm*. Reserve Cargo Handling Battalion (RCHB) 3 found itself on a routine training exercise that turned into an actual operational commitment. Tasked with loading the vehicle cargo ship USNS *Mercury* (T-AKR 10) in port at Guam, the crews worked around-the-clock so the ship could set sail for the Persian Gulf.

As soon as *Mercury* departed, another Military Sealift Command ship, the chartered MV *Maersk Constellation*, arrived and was also under critical time constraints to get her cargo off and deploy in support of *Desert Shield*. "It would have taken at least 10 days to offload her without the help of RCHB 3, and we projected at least six days with their help," said CAPT Eugene Trimpert, commanding officer of Naval Supply Depot, Guam. "What we did not expect was the efficiency of the unit -- they helped get the work done in an amazing three-and-a-half days."

Photo by CDR John C. Roach, USNR

Right: USS *Avenger* (MCM 1) and USS *Adroit* (MSO 509), a Naval Reserve Force ship, demonstrate the total force concept working together in *Desert Storm*. Below: Reserve Seabees construct casings for stowing bombs prior to shipment to Saudi Arabia.

Marine Corps reserve units enjoyed the same kind of success and mutual respect in their relationships with active-duty counterparts. Reserve leathernecks reinforced active Marine expeditionary forces and combat support elements. Reservists from infantry, tank and engineering battalions joined with artillery batteries and aircraft squadrons to sustain the warfighting capability of the actives.

"Quite frankly, from the Marine expeditionary force (MEF) perspective, we couldn't have done it without them," said Marine Lt. Gen. Walter E. Boomer, commanding general, 1st MEF.

Reserve infantry battalions were assigned a security support mission for enemy prisoners of war (EPWs). The reservists handled approximately 8,500 EPWs — some of them (EPWs) surrendering in groups numbering hundreds or thousands.

Reserve artillery batteries took part in the relentless pounding of Iraqi troops all along the border. They supported assault elements involved with the destruction of Iraqi multiple rocket launching systems and the neutralization of the Iraqi force.

One reserve tank battalion destroyed 59 tanks — 30 kills were recorded in a single engagement with a Republican Guard unit that lasted slightly more than 90 seconds.

Reservists were also major participants and contributors to the success of *Task Force Troy*, the Marine's deception force. *Task Force Troy* operated to deceive the enemy regarding the exact time and place of the breach of enemy lines and in what force. This was accomplished in part by use of mock-up tanks; aggressive offensive actions such as artillery, mortar and air raids; tank noises at night; and phony VIP visits. During this period, "each reserve unit was a credit to its parent unit and a contributor to its adopted unit. Each one was simply superb," Boomer said.

Perhaps in no other Marine Corps component did reservists play such a large part as within the combat service support element. Transportation, communications and other support services were strained to the limit.

Marine Corps motor transportation assets, normally designed to support a force beachhead up to 60 miles inland, were required to be moved over an operating area of 200 miles. Communication systems were also inadequate because neither personnel nor equipment assets met the requirements as the Marine Corps forces in Saudi Arabia grew. Trained reserve communicators with their repair equipment did an outstanding job to help patch this overburdened system.

Reservists were a vital link in overcoming these logistic support problems to supply food, fuel and ammunition to forward combat service support units. Reserve civilian skills again proved a tremendous asset. For instance, reserve warehousemen quickly set up excellent supply dump management procedures based on commercial warehousing practices.

Marine Col. Alex Powell, commanding officer of Direct Support Group 1, said the reservists proved every bit as proficient as his active duty Marines. This statement epitomized the Total Force story for both Navy and Marine Corps.

Operations *Desert Shield/Storm* validated the Total Force policy and underscored the importance and reliance our nation places on our reserve components. Reservists proved a ready and effective force for national security. They also proved they are ready to provide critical skills whenever and wherever needed.

"The most important lesson learned from Operation *Desert Storm* was that the system worked," said RADM James E. Taylor, director of the Naval Reserve. "Our reservists were ready, well-trained, they did their job and they were highly motivated. We have proven that the investment we made in the past decade paid off — our taxpayer's dollars have been well spent. The reservists hit the ground running, and I think the American public appreciates what they did for the country." □

Photo by PH1 Dale Scherfling

Navy medicine

Deploying the best to prepare for the worst

Shortly after Iraqi troops rolled into Kuwait, Navy medical teams began setting up shop in Saudi Arabia. From the corpsmen in the field to the hospitals stateside, Navy medicine proved itself ready for any eventuality.

More than 6,100 active-duty men and women were sent to the Middle East to provide medical care to coalition forces serving in *Desert Shield/Storm*. In addition to these professionals, some 9,700 naval reservists were recalled to active duty, many of whom filled large staffing gaps at medical facilities where manpower was cut to the bone by *Desert Shield*'s massive deployment. Others served on the hospital ships and fleet hospitals already on station.

All of them, active and reserve alike, were in place and ready for action as soon as the call came; ready to care for the casualties of war. They put a structure of care in place which assured the best possible treatment for all people in the combat zone.

In this war, as in others before it, the first point of care for the sick or injured was the field corpsman. Traveling alongside the Marine platoons, these Navy medics provided the vital on-scene emergency and life-saving care that often made the difference.

The corpsman's job is to make battlefield medical examinations and evaluations to determine treatment. Corpsmen are also skilled in emergency techniques, such as maintaining a patient's breathing airway, controling bleeding, treating shock and preventing further injury.

The "doc," as he's known to most Marines, faces the same dangers and rigors as the Marines he serves with. No one is more aware of this than Hospitalman Clarence Dean Conner of Hemet, Calif., who was awarded *Desert Storm*'s first Purple Heart.

"Doc" Conner was listed as an official U.S. ground force casualty after his 1st Marine Division unit was shelled near Khafji by Iraqi artillery Jan. 17. Along with Conner, who had a three-inch hole torn in his shoulder by shrapnel from an Iraqi artillery shell, two Marines were also injured in the attack.

"I felt kind of bad for 'cheesing out,' for leaving the team," Conner said after being evacuated to Fleet Hospital 5. The bond between corpsmen and Marines runs deep. "They said, 'Don't worry. You got hurt. If anyone else got hurt, they'd be doing the same.'"

More than 5,800 hospital corpsmen served with Marines during *Desert Shield/Storm*. Eleven corpsmen were attached to each company of Marines. Assigned to a Marine unit for the length of their Fleet Marine Force tour of duty, the corpsmen historically gain the trust of other unit members, becoming an integral part of the team.

Photo by PA1 Chuck Kalnbach

Among the first ships deployed in support of *Desert Shield/Storm* was USNS *Mercy*, a 1,000-bed "floating hospital" lay-berthed in Oakland, Calif.

After being treated by the corpsman in the field, many of the sick and injured were transported to a battalion aid station.

The aid station provides the patient a physician's skills and clinical judgment. They can provide treatment in a safer environment with sufficient time to accomplish a more complete examination.

Lifesaving treatments, such as splinting, bandaging and providing intravenous fluids and antibiotics, are done at the battalion aid station. This prepares the patient to return to duty or for transfer to other medical facilities.

The next step in the combat treatment ladder was a medical battalion surgical support company or a casualty receiving and treatment ship. Here patients were treated by teams of physicians and nurses supported by a staff of medical technicians with more complete medical facilities, including a basic laboratory, holding wards, a pharmacy and greater surgical capacity. This phase of medical care is intended to perform emergency procedures that are necessary to prevent death, loss of limb or a serious loss of body function.

Those casualties requiring even more definitive treatment were then transported to either a combat zone fleet hospital or a hospital ship. The scope of treatment available at these facilities mirrored fully-staffed hospitals "back home."

FH 5 was the first of these facilities deployed to Saudi Arabia. Springing up in just 16 days, with help from Construction Battalion Units 411 and 415, FH 5 saw its first patient five days after construction began.

U.S. Navy Photo

The entire facility began as more than 400 crates, called ISO-containers, off-loaded from the afloat pre-positioning ship MV *Noble Star*. In less than two weeks, medical and support people from Naval Hospital Portsmouth, Va., and the Seabees, had transformed the containers into a 500-bed, forward-deployed medical facility. Complete with operating rooms, intensive care units and radiological facilities, FH 5 offered an air-conditioned oasis from the harsh desert heat for its patients.

The quonset-hut shaped tents of the hospital's canvas and nylon mobile units soon spread out over 28 acres of tarmac near the Saudi port of Jubail. Though daytime temperatures often climbed above 130 degrees, the staff worked fervently to get the hospital up and running under the threat of imminent hostilities.

FH 5, along with FH 6 and FH 15, which were set up in late January, cared for more than 32,000 patients during Operations *Desert Shield/Storm*. Members of coalition forces, expatriates, EPWs and Kuwaiti refugees received care.

"Nobody has ever set up a hospital this size before," said CAPT (Dr.) Gregg Parker, a Navy surgeon at FH 5.

Of the thousands of patients seen at FH 5 nearly 600 surgeries were performed, and the hospital's dentists attended to more than 3,100 people. The pharmacy filled nearly 22,000 prescriptions during FH 5's seven-month deployment to Saudi Arabia.

FH 6 and FH 15 exemplified the "total force" concept, officials said, demonstrating how Naval Reserve units could be recalled to active duty and hit the ground running.

In all, more than 1,800 reservists were called up from Fleet Hospital Unit (FHU) 22 in Kansas City, Mo., and FHU 20 in Philadelphia, providing nearly all of the people necessary to staff both facilities.

While fleet hospitals worked in the Saudi sand, Navy hospital ships operated in the Persian Gulf, Red Sea and Gulf of Oman. Both ashore and afloat, the Navy provided the most complete medical facilities in theater, offering the best care of all branches any nation's military in theater.

Among the first ships deployed in support of Operation *Desert Shield* were USNS *Comfort* (T-AH 20) and USNS *Mercy* (T-AH 19), the only hospital ships of their size in the world. These 1,000-bed "floating hospitals" stood at the ready throughout *Desert Shield/Storm*, prepared at all times to treat casualties.

"You won't find a crew anywhere that is more delighted to have spent so much time being bored," said CAPT (Dr.) Paul Barry, commander of *Mercy*'s Medical Treatment Facility (MTF). "Being bored was a good thing for people in our position."

While "business" was slow, the ships' crews were not without things to do. During their stay in the Gulf, the doctors, nurses and corpsmen of the hospital ships saw more than 1,350 inpatients and 14,000 outpatients, treating everything from dehydration to serious trauma, including burns and head injuries.

In addition, *Mercy* provided a fully-staffed hospital to evaluate 21 American and two Italian former Prisoners of War (POWs) following their release from Baghdad.

"This justified our whole reason for being out here," HM2 Mark Busam said of treating the POWs. "The ship has a place in history now ... I felt really proud just to be around these people."

The hospital ships have 50 trauma stations that form the casualty receiving area, 12 operating rooms, a 20-bed recovery room, 80 intensive-care beds and 16 light- and intermediate-care wards. These ships are part of Military Sealift Command (MSC) and are maintained during peacetime in a reduced operating status by crews of civilian mariners and a naval cadre of 40 crewmen. *Comfort*, homeported (or layberthed as it's referred to by MSC) in Baltimore, and *Mercy*, homeported in Oakland, Calif., both steamed toward the Middle East within a week of being activated on Aug. 10.

"*Comfort*'s cadre crew performed magnificently in preparing for the ship's departure," said CAPT (Dr.) Roger J. Pentzien, *Comfort*'s MTF commanding officer.

When the fighting started, the hospital ships were on station

Photo by CWO2 Ed Bailey

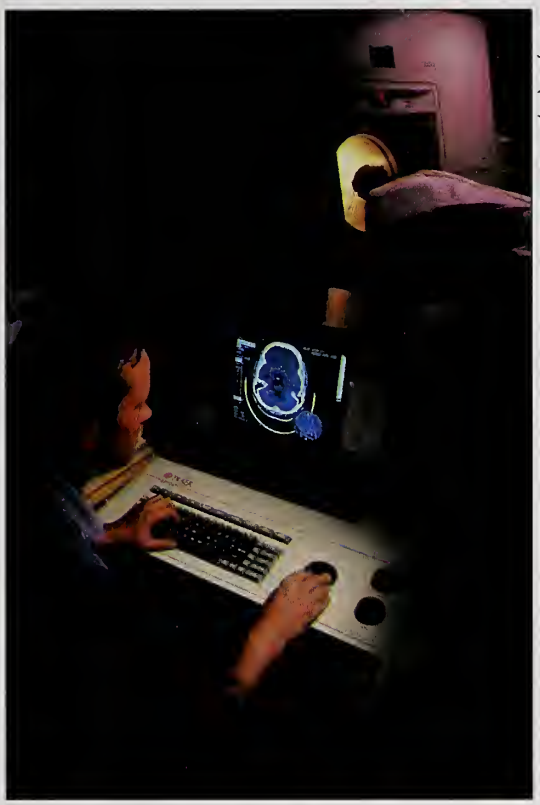


Photo by JO1(SW) Joe Galowicz

and ready. Armed only with three red crosses painted on their hulls, the ships anchored within helicopter range of shore to provide timely and thorough medical care to ground forces.

Navy medicine was ready stateside too. All Navy medical treatment facilities geared up to receive casualties from Operation *Desert Storm* if the need arose. In cooperation with the other armed services, the Navy designated certain hospitals to be casualty receiving centers (CRCs).

The CRCs were set up to receive patients from all services as they were medevaced stateside. Patients would then be transferred to facilities near their duty stations, if available and as soon as possible, to ensure appropriate medical care.

Many of the things Navy medical personnel did in *Desert Shield/Storm* were significant firsts, but their tradition of quality care never wavered from the norm.

"Navy medicine's reason for being is to provide medical care to Navy and Marine Corps personnel," said VADM James A. Zimble, the Navy's surgeon general. "Any time our fighting forces go in harm's way, you can be certain that medical people will be on the front lines as well, both afloat and ashore."

The pride and professionalism displayed by the Navy medicine team throughout the Gulf crisis proved that they stand ready to serve the sailors and Marines who serve their nation — wherever and whenever they may be called to serve.

"We were happy to be there," said HM3 John Pino from *Comfort*. "We were ready no matter what happened to save lives. We were even happier not to have to." □

Photo by JO1(SW) Joe Galowicz

Top left: Nearly 600 surgeries, like this one at FH 5, were performed at the Navy's three fleet hospitals. Center: Medical personnel treat a Marine suffering from eye irritations as a result of smoke from burning Kuwaiti oil wells. The care was provided shortly after the start of the ground offensive. Top right: HM1(SW) Paul Gunther operates a CAT scan aboard *Comfort*. Lower right: From nurses and doctors to corpsmen and support staff, the men and women of Navy medicine provided the highest quality treatment for coalition forces of any military service in theater.

Protecting the *Shield*

Preventive medicine kept them fit to fight

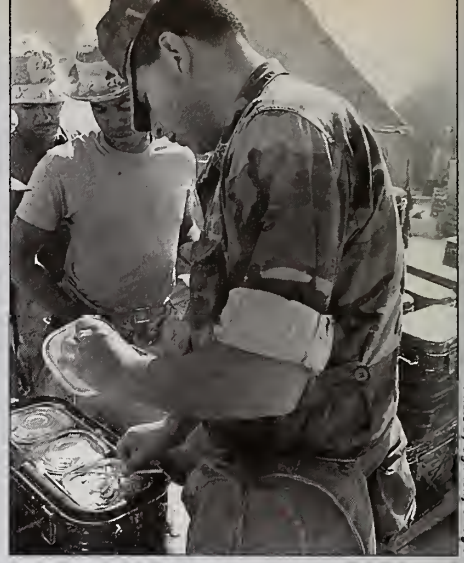


Photo by Sgt. Tony Sinagra

Navy medical teams won several victories during Operations *Desert Shield/Storm*, including battles against unseen enemies.

Thanks to the efforts of preventive medicine specialists who served with Marine Corps forces and the programs and education these specialists provided, the war against heat and disease was won with few casualties.

Disease and non-battle injuries, which in past wars have seriously impaired troop readiness, were kept to an all-time low in the war with Iraq.

"Although Operation *Desert Shield/Storm* was not disease free," said CAPT (Dr.) William F. Bina, the preventive medicine advisor to the Navy's Surgeon General, "a new standard has been set in our ability to maintain a healthy force during a major conflict."

Officials reported the rate of hospital admissions due to disease in *Desert Storm* was less than 50 per every 1,000 patients. That statistic is extremely low when compared to the numbers of troops afflicted with disease in the Middle Eastern theater during World War II — 917 per every 1,000.

Officials credit the disease and non-battle injury success to strong operational support for the preventive programs, as well as the efforts of the individual preventive medical specialists.

Marine commanders on the ground followed medical guidelines and made sure water discipline, acclimatization, sanitation guidelines and work/rest cycles were a priority among the troops.

As a result, incidents of heat illness were kept to a minimum, and no excessive heat stress problems or major outbreaks of disease were reported. The few outbreaks which did occur were controlled immediately.

The day-to-day attention given to various preventive medicine regimens, such as food and water sanitation and vector (bug) control, kept disease problems equally low.

CAPT (Dr.) William M. Houk, head of the Navy's Bureau of Medicine and Surgery's Readiness Cell, said preventive medicine specialists were prepared to deal with casualties in the hundreds. Instead, they were handling numbers in the 10s and 20s. He said preventive medicine teams serving in *Desert Storm* began educating troops about heat, disease and local "critters" even before they arrived in the Saudi sands. Their goal was to keep the troops from ever needing the care available at other medical platforms.

Preventive medicine technicians, environmental health officers, and medical entomologists, like other medical support personnel, are routinely deployed with the fleet and Marine Corps forces. To augment the staffs already in theater, several vector control and preventive teams were deployed to *Desert Shield/Storm*. During the war, more than 160 preventive medicine specialists were ashore, while others served aboard the Navy's two hospital ships.

The medical warriors investigated disease outbreaks, conducted disease surveillance, monitored the implementation and effectiveness of the preventive programs throughout the theater and provided advice to the U.S. Navy Central Command force surgeon on preventive issues.

Central to their success was the Navy forward laboratory, which was in place as quickly as the hospital ships and fleet hospitals. The lab is designed to provide rapid diagnostic capabilities for infectious disease and biological warfare.

The Navy Environmental and Preventive Medicine Unit in Naples, Italy, had a pre-tested field lab ready for transport within six hours of the NavCent request. The lab was on the ground in Saudi Arabia within 72 hours.

After the end of offensive combat operations against Iraq, the lab's staff was busy supporting sailors and Marines who worked to restore public health services in newly-liberated Kuwait. Navy preventive medicine efforts helped avoid the weakening of the coalition's *Desert Shield* and kept *Desert Storm*'s thunder rolling. □

Above: HM2 Bob Fernandez checks a vat full of Marine Corps evening chow. Below: HM2 John Roarty adjusts the nozzle on his ultra-low volume sprayer before spraying to guard against pests.

Photo by Sgt. Tony Sinagra

Homefront support

As thousands of sailors, Marines, airmen and soldiers put their lives on the line in Operations *Desert Shield/Storm*, millions of Americans played a vital role in the liberation of Kuwait by fighting and winning another battle — the battle of support for U.S. fighting forces answering the call in the Middle East.

At first, support was muted by headlines in newspapers and magazines across the country hinting of another Vietnam. Small cells of anti-war protesters moved to mirror the marches of more than 20 years ago.

The "Vietnam Syndrome" evoked troublesome memories of one of the most divisive periods in our nation's history. While Congress debated policy last August and increasing numbers of service men and women were being deployed to a possible war zone, individual Americans made a collective decision to put the so-called Vietnam Syndrome to rest.

President Bush was the catalyst for the growth of support. "This is now the time for Americans to support their troops," he said. "Even if you don't support the policy ... support them, for they are giving you the chance to be free and voice your feelings."

The result was a groundswell of patriotism that swept across the land, galvanizing support for the troops. There were marches, rallies and special songs. The colors of patriotism were red, white and blue — and yellow. As far as the eye could see, America was bursting with color and activity.

Supporters ranged from moms and pops to movie stars; sports celebrities to college students; professionals to every-day Americans. This verbal muscle and encouragement kept troop morale high and allowed a confidence to emerge, enabling the mission to be completed without obstacles other than the Iraqi forces.

By January, this appreciation and understanding for the men and women of *Desert Shield/Storm* had swelled. From the half time show at the Super Bowl to hometown parades in Anytown, U.S.A., patriots came out in droves.

Professional and college sports teams proudly displayed American flags on their uniforms and pasted decals of support on headgear. Miami Dolphins head football coach Don Shula sent a letter of greeting and gratitude to troops in the desert. High-profile musicians like rapper M.C. Hammer, who dedicated his recent Grammy award to the troops, joined the rallies. Senators and congressmen showered praise on service men and women, hailing them as heroes.

"The thing I see most is that people actually are caring about one another again in America," said one supporter during a large pro-troop rally in Pearl Harbor. "A unity among the people ... people have a sense of caring about their country again and believe in it. ... This won't be like another Vietnam."

As the war progressed, so did the level of public support. Television personality Willard Scott and the United Services Organization urged viewers to "adopt" a ship or platoon by sending "We Support You" T-shirts and personal messages overseas. At the Daytona 500 stock car race, five drivers each "adopted" a mlitary branch and painted their cars accordingly.

Across the country, hometown support from city to suburb was unwavering. Yellow ribbons sprouted overnight, adorning shirt collars, front doors, fences, trees, light poles, street signs and automobiles. Businesses painted their storefront windows with slogans like "U.S. Troops — true American heroes."

Groups banded together spontaneously to promote recreation and morale of the troops. Project *Desert Read*, based in Arlington, Va., shipped more than 23,000 books to the desert in an effort to head off boredom and ease the tension during the uncertain time before the war. Operation *Desert Cookie* provided home-baked sweets to troops transitting Naval Air Station, Sigonella, Italy, and other logistics hubs, bound for the Gulf.

In Hollywood, more than 100 celebrities, including Ted Danson, Meryl Streep, Michelle Pfeiffer, Mike Tyson and Academy Award winner Kevin Costner, gathered to record and videotape "Voices That Care," an anthem dedicated to the troops in *Desert Storm*. Veteran entertainer Bob Hope taped a Christmas special at NAS Bermuda, then visited troops in the desert. Additional USO-sponsored tours included visits by Jay Leno, Gerald McRaney, Delta Burke, Steve Martin and Victoria Tennant.

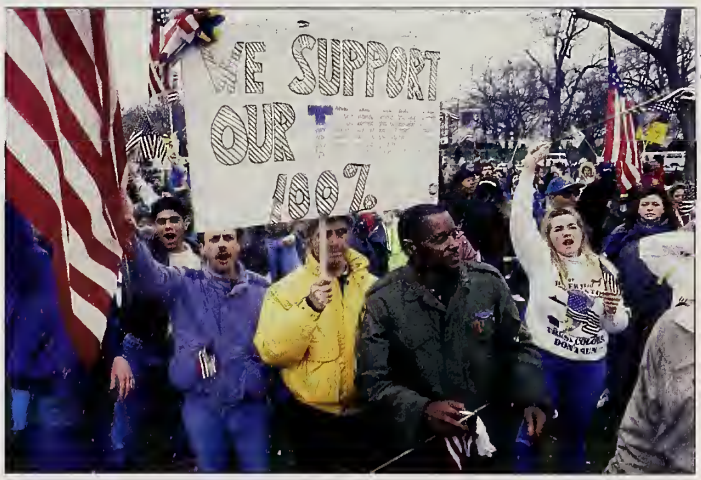


Photo by Sgt. Chris Lawson, USMC

Rallies formed around the nation in support of the troops serving in the Middle East soon after President Bush's Aug. 8 deployment order for *Desert Shield*.

Photo by GySgt. Robert Torres

Left: Diane and Nancy Zigabarra sew red, white and blue ribbons in front of a photo of Marine Sgt. Michael Zigabarra. The women began sewing the ribbons Aug. 15, in support of service members in the Persian Gulf. Right: Four second-graders from Mary Calcott School in Norfolk prepare a Valentine's Day poster for their loved ones aboard the hospital ship *Comfort*..

Across America people tuned in, listening to radios, reading newspapers and watching as the latest details of the war were beamed by satellite before their eyes.

Everyone shared in the pain and violation of Kuwait. When the call came and the troops were sent off to war, Americans were armed with an understanding of what had to be done — one that spread to the troops themselves.

"When Saddam opened up the gates of those oil spigots, well, the man is a cancer ... he needs to be removed ... it's just environmental terrorism," said Fire Controlman 3rd Class Richard Vaker in Pearl Harbor.

The confidence of the American people reached new heights as they grew to understand the creed of the military members. This dedication and sacrifice by more than one half-million American fighting men, women and their families sparked a flame held high by millions of friends on the homefront.

"We thank God for the American military. They are saving our people from a madman."

Marine Corps mother Nancy Zigabarra and her daughters, Diane and Debra, sewed more than 6,500 red, white and blue ribbons onto safety pins and passed them out to friends and neighbors in Los Angeles. Sitting at the dining room table, they turned out the ribbons at a rate of 40 to 50 per hour, because, said Zigabarra, "We wanted to do something to let the service members know we care."

A seven-year-old Florida girl, Christy Clements, was so moved by TV reports about the effects of desert heat on the troops, that she used her Christmas money to buy a case of *Gatorade* and send it to the Marines deployed to the desert. The video generation of school children swapped their computers for a pen or pencil and wrote to "Any Service Member" by the thousands. One girl wrote, "You are not forgotten. We are praying for you. Enclosed is some Kool-Aid and a stick of gum."

From the first days of *Desert Shield*, the volume of mail to the Middle East multiplied more than 500 times as sailors, soldiers, airmen and Marines arrived in the region. Tons of mail addressed to "Any Sailor or Marine" were eagerly received aboard ships and at desert outposts.

"They line up for hours, each trying to get a piece of mail," said Chief Postal Clerk Victor Forker aboard USS *Nassau* (LHA 4). "They're glad people know they're out here and care about them."

USS *Saratoga* (CV 60) battle group postal clerks reported receiving 15,000 pounds of mail on one January day, shattering the previous record set during a holiday mail call.

Saratoga Springs, N.Y., namesake city of *Saratoga*, shipped VCRs, boxing gear, computer games and the local newspaper to the crew and embarked Carrier Air Wing 17 in a tradition of support that dates back to 1927. Before Christmas, a five-foot by seven-foot Christmas card was delivered to area malls where hundreds of residents penned holiday wishes to "Super Sara" sailors.

The card and stuffed Christmas stockings were then sent to the ship. More than 300 gifts were airlifted to the childrens' Christmas party at the ship's homeport at Mayport, Fla.

LT Ron Bethman, a South Carolina resident serving aboard USS *John F. Kennedy* (CV 67), received a scroll nearly 200 feet long from his nephew's Aiken, S.C., kindergarten class that included his nephew. Bethman displayed the masterpiece, which included hundreds of colorful hand prints from the children and teachers, on the mess decks.

The crew added their names and hometowns, and Bethman forwarded the scroll, dubbed the "living wall," inland to an Army unit in Saudi Arabia where soldiers personalized it and sent it on to another Aiken soldier in the desert before returning it to the children.

The Associated Press reported that residents in at least 47 cities in seven states along the Ohio River, took part in candlelight vigils Dec. 11 in tribute to *Desert Shield* forces. Meanwhile, troops enjoyed free mailing privileges, periodic free phone calls courtesy of AT&T and even tax breaks from "Uncle Sam."

At home, support for Navy and Marine families was modified and expanded during *Desert Shield/Storm*. Although families were accustomed to deployment, this one was different. In addition to toy drives, Halloween parties, donated Christmas trees and corporate grants to USO and other organizations, groups prepared to meet the needs of those left behind. Naval Station San Diego's Family Service Center was one of them.

"What the families are really worried about is that their service member won't come back," said Nancy Tarbell, deputy director of the center. Several support groups were formed, including one for ombudsmen. The center and area schools provided information to enable teachers and administrators to help kids work through this period.

At a Norfolk middle school, a counselor held half-hour sessions every morning for youngsters who had relatives deployed to the Middle East. One boy expressed his guilt and fear. "Before my

Photo by JO1(SW) Gregg Snaza

dad left, I gave him a real hard time — treated him wrong," he said. "Now that I know he might not come back, I'm scared and sorry. I love him."

Even before school started in August, teachers and counselors in Norfolk and Virginia Beach school districts, which have the highest percentage of Navy children in the country, began planning for *Desert Shield*, leaning heavily on the three Navy family service center staffs in the area for advice and expertise.

Most schools adopted a three-fold approach to the challenges of helping their students cope: counseling, education and community involvement. Teachers started discussion groups and lessons about the history and culture of the Middle East. Schools became involved in patriotic activities from writing letters and sending packages to deployed troops, to holding parades and tying yellow ribbons around the trees outside the schools.

To ease separation anxiety further, DoD distributed 60,000 copies of a book aimed at the 3- to 8-year-old military child, written by child psychologist Dr. Dennis Embry, to family service centers worldwide.

In February the Capitol building was once again the backdrop for a rally that saw thousands march, but this march included 12 special participants during the trip from Capitol Hill to the White House. Kuwaiti women from the Free Kuwait campaign chimed in when asked what they thought of America's role in the Middle East. "We thank God for the American military," they said. "They are saving our people from a madman."

All efforts by Hussein to destroy America's loyalty to her warriors ended only in multiple boosts on the homefront. America was outraged when Hussein paraded wives and children of Iraqi "guests," held as human shields to thwart allied attacks against strategic sites. Again, Hussein's tactics backfired when coalition prisoners were shown delivering propaganda messages on Iraqi television. America was brought to the boiling point, and she replied with the highest support levels since World War II.

"We want to send a message [to the troops] that they're on the top of our mind," said radio personality Rick Donahue, "that we are not forgetting — that our lives aren't going on without them being included and they are very much in our day-to-day life."

In the final phase of *Desert Storm*, it took only 100 hours to liberate Kuwait. Photographs of Iraqis kissing the hands of their Marine captors strengthened the attitude of support and illustrated the compassionate nature of America's volunteer force — a highly-motivated force of professionals propelled by public support back home.

Perspectives changed during the eight months of *Shield*, *Storm* and calm. The ghost of Vietnam had been laid to rest. America is alive as troops come home to hero's welcomes. When the shield was set aside and the desert sand calmed, as a people Americans experienced a strength and unity not felt for years.

America's heroes are many — the POWs, those who served in various capacities, from the strategists to the seaman on watch — yet, there was another hero of Operations *Desert Shield/Storm* — the American people. For their patience and understanding, for realizing the price of freedom and the value of democracy, they are also heroes. Now there is a bond between country, constitution and military that joins every household around the United States.

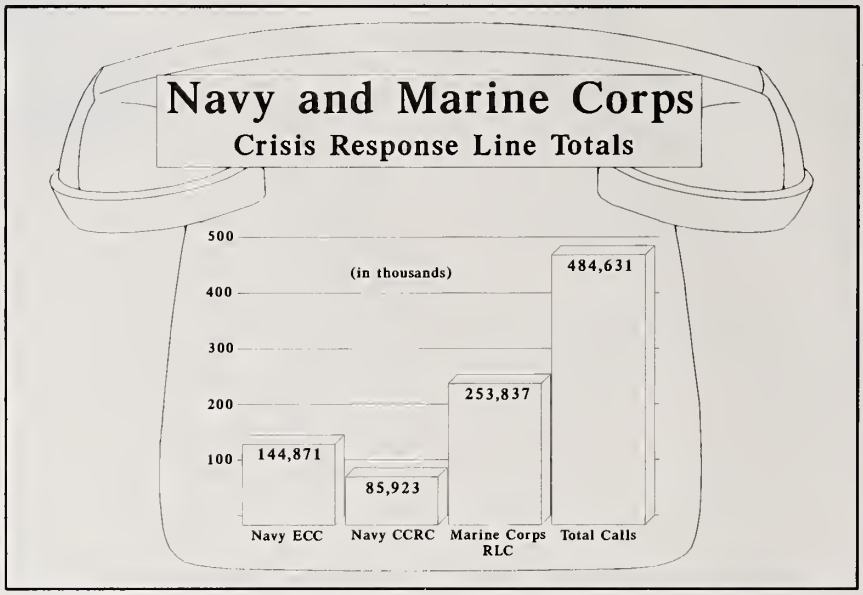
Once again, sailors and Marines — active duty and reserves, warriors and families — proved they can stand together to do the job they were trained for. And this time, the American public stood proudly with them. □

Hotlines

Bridging the information gap

You have a loved one on a ship, in a squadron or with ground forces in the Gulf region. For months, contact has been limited to the mail and, if you're lucky, an occasional telephone call. On Jan. 17 the shooting starts. You want information, and you want it fast. Who do you call?

Nearly 485,000 relatives and friends called three toll-free hotline numbers operated around-the-clock by the Navy and Marine Corps during the war. The first week, the Navy received 92,000 calls — 65,000 at the Bureau of Naval Personnel's (BuPers) Emergency Coordination Center (ECC) and 27,000 at the Chief of Information's Crisis Response Cell (CCRC). The Marine Corps' Response Line Center (RLC) logged more than 19,000 calls during the same period. The Navy lines operated from Jan. 16 through March 22. The Marine hotline, staffed entirely by reservists who had volunteered for recall to active duty for *Desert Storm*, ran from Jan. 17 through April 10.



Graphic by JO2 Paul A. Mikec. USNR

The ECC, CCRC and RLC hotlines are part of the services' network of personal support and information resources to assist Navy and Marine Corps families in time of crisis. The network includes worldwide Family Support Centers, command public affairs offices, chaplains, Navy and Marine Corps relief offices, Red Cross branches and other organizations.

The Navy's ECC number, which has been activated in previous crises, was intended for immediate family members to use when a relative's unit had experienced casualties. CCRC was established specifically to answer other callers' questions about Navy involvement in *Desert Storm*.

"We wanted to offer the best possible support and information to Navy families," said VADM Mike Boorda, Chief of Naval Personnel. "Our regular staff members, reservists and many volunteers pulled together to make sure anyone who needed help got that help as soon as possible."

Both the ECC and CCRC also had Spanish-speaking personnel assigned to each watch, and the Marines had a translator to assist the Hispanic community.

"When the television flashed that 800-number on the screen, people who were [seeking information] about any service branch would call," said LCDR Bruce Williams of BuPers' public affairs office. Inquiries not directly related to *Desert Storm* were referred to the appropriate resource, such as ombudsmen, base locators, military postal authorities, personnel support detachments and Family Service Centers.

In the early days of the war, all 28 ECC, six CCRC and 12 RLC lines rang nonstop. The lines lit up whenever casualties were announced.

Watchstanders patiently explained to anxious callers that next-of-kin are personally notified of a death or serious injury by the Navy or Marine Corps and assured them that no news was, indeed, good news.

"We told them that if they had not heard from a Marine representative [in person], then their Marine was OK," said Marine Corps Maj. Fred Alexander. "They would never have to call an 800-number to find out if a Marine [or sailor] was hurt."

Even if newscasters emphasize there are no Navy or Marine casualties, viewers with loved ones in the fleet or the field still want reassurance from a Navy or Marine official.

"Sometimes families just want to hear information from another human voice; the counselors did a lot of reassuring," said Williams.

Although many of the calls were from worried spouses or parents, others persevered through the busy signals. Congressional staff members, long-lost friends and curious children telephoned.

Not everyone requested information or service. Some called just to say "thanks" for being there. A group of mothers in Iowa sent cookies to the RLC. Well-wishers sent cards and letters to the phone talkers to express their appreciation.

"Nobody joined the Corps to answer phones; all of us want to be doing the things ... you see on the Marine Corps posters," noted Alexander, who added, "The best part of this job is that it's so clear we're meeting a real need."

Meeting the needs of democracy, whether in some remote corner of the world or at the end of a telephone line on the homefront, requires the bravest and best. The Navy-Marine Corps team was ready. □

Return to freedom

Photo by PH1(AC) Scott M. Allen

Photo by PH1(AC) Scott M. Allen

Photo by PH1(AC) Scott M. Allen

Top left: Andrews Air Force Base, Md., was filled with hundreds of family members and friends honoring homecoming POWs. Center: LT Jeffrey N. Zaun greets the crowd. Above: Former POW, Marine Lt. Col. Clifford Acree receives a warm welcome from his wife.

When the first American former POWs touched down on U.S. soil March 10, Americans raised their voices in a loud cry of jubilation. If the former POWs had any lingering doubts about the support of the American people, those doubts evaporated when flight "Freedom 01" landed.

Hundreds of flag-waving well-wishers lined the tarmac fence at Andrews Air Force Base, Md., cheering and chanting "U-S-A." Thousands more were there in spirit as they viewed the homecoming on television around the nation.

Each of the 21 former prisoners was greeted by Secretary of Defense Dick Cheney and Chairman of the Joint Chiefs of Staff Army Gen. Colin Powell.

"Your country is opening its arms to greet you," Cheney said. "In this rare moment in the life of our nation, let me speak for all Americans who thank you and all your fellow soldiers, sailors, airmen and Marines for a job well done."

"The American public can be justly proud of how the POWs did in general," said Marine Lt. Col. Clifford Acree during a press conference. "We did it with integrity, and we did it with pride."

Navy LTs Jeffrey Zaun, Robert Wetzel and Lawrence Slade were greeted by Navy Secretary H. Lawrence Garrett III and Chief of Naval Operations ADM Frank B. Kelso II upon their return to Naval Air Station Oceana, Va., where the trio received the POW, Purple Heart and National Defense Service medals.

"These officers symbolize the hundreds of thousands of young American men and women who served with pride and distinction in Southwest Asia," Kelso said. "Facing a ruthless enemy, they were courageous, determined and honorable. Despite brutality, privation and fear, they persevered. ... They are America's heroes."

Secretary Garrett added that Zaun, Wetzel and Slade represented the sacrifices of all who served in *Desert Shield/Storm*. "These men know better than anyone the value of freedom," he said, "for in defending ours, they sacrificed their own." □

Home at last

Photo by PH1(AC) Scott M. Allen

Thousands of flag-bearing, cheering families and friends crowded onto piers, tarmacs and parade fields across the nation in a frenzy of champagne-and-roses welcomes for wave after wave of America's returning war heroes.

At home ports around the nation, jubilant relatives jockeyed for position among throngs of well-wishers to get the first glimpse of loved ones deployed for many months.

Crowds toting signs, ribbons, banners and drums joined high school marching bands, expectant mothers and joyful fathers in greeting the awestruck warriors.

For sailors and Marines of the United States' seapower team, this homecoming would never be forgotten.

"When we started pulling in, one guy on the jetty was waving a big American flag," said Damage Controlman 2nd Class Stephen Shotzman, assigned to USS *Saratoga* (CV 60). "He was yelling, 'Welcome home.' That's the first thing I heard from America. I got the shivers. I couldn't believe we were really back after all this time. I saw the big signs first, then the mob on the pier. At first you could hear one band playing, then another, then people yelling and screaming. I never imagined this would happen."

"I'll never forget this day," said Marine Cpl. Mark Matler at Hickam Air Force Base, Hawaii. "It was amazing." □

Left: Kristin Blankinship salutes returning POWs at Andrews Air Force Base, Md. Top: Two supporters welcome USS *Sampson* home near her home port of Mayport, Fla. Center: CAPT Henry C. Giffin III, commanding officer of USS *Thomas S. Gates* (CG 51), celebrates

Photo by PH2 Todd Bent

Photo by PH1 Richard J. Ortez

Photo by JO1(SW) Gregg Snaza

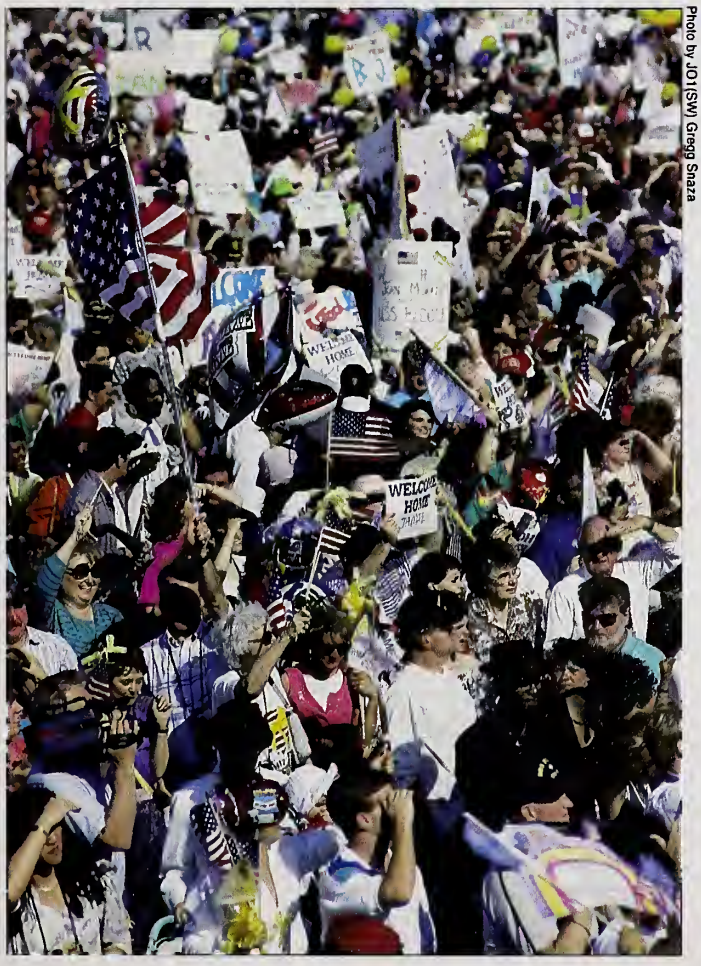
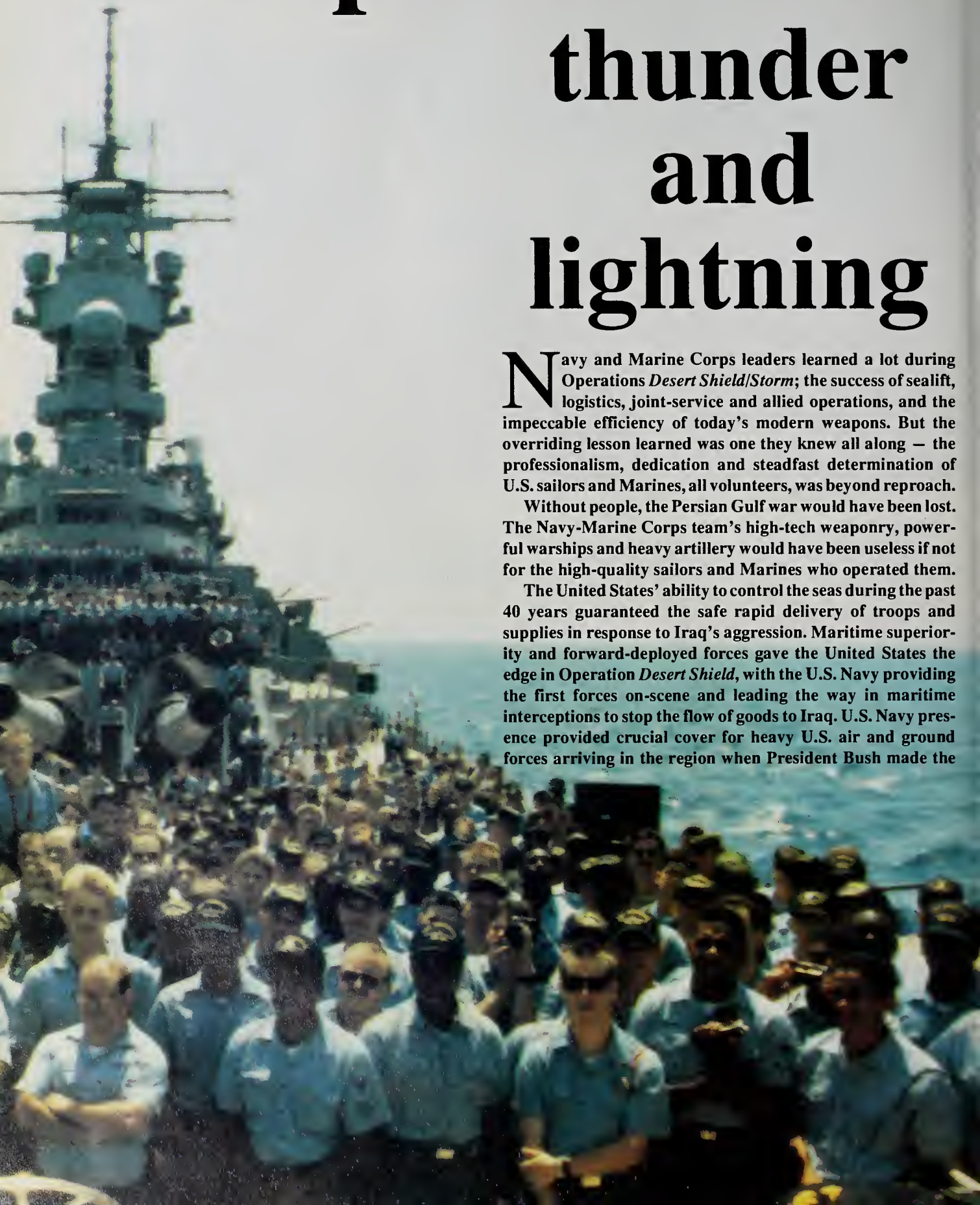


Photo by JO1(SW) Gregg Snaza

his ship's homecoming with fellow officers. Above Right: A sailor gets a long-awaited hug from his wife and daughter after returning to San Diego from the Persian Gulf. Right: Family and friends of USS *Biddle* (CG 34) crewmen line Norfolk's pier 25.

People: *Storm*'s thunder and lightning



Navy and Marine Corps leaders learned a lot during Operations *Desert Shield/Storm*; the success of sealift, logistics, joint-service and allied operations, and the impeccable efficiency of today's modern weapons. But the overriding lesson learned was one they knew all along — the professionalism, dedication and steadfast determination of U.S. sailors and Marines, all volunteers, was beyond reproach.

Without people, the Persian Gulf war would have been lost. The Navy-Marine Corps team's high-tech weaponry, powerful warships and heavy artillery would have been useless if not for the high-quality sailors and Marines who operated them.

The United States' ability to control the seas during the past 40 years guaranteed the safe rapid delivery of troops and supplies in response to Iraq's aggression. Maritime superiority and forward-deployed forces gave the United States the edge in Operation *Desert Shield*, with the U.S. Navy providing the first forces on-scene and leading the way in maritime interceptions to stop the flow of goods to Iraq. U.S. Navy presence provided crucial cover for heavy U.S. air and ground forces arriving in the region when President Bush made the

decision to intervene. The U.S. Navy, forward-deployed as always, demonstrated America's resolve in those first crucial days. Internationally isolated and unable to benefit from its conquest of Kuwait, Iraq was hit hard by the international embargo, and even harder when the *Shield* turned to a *Storm*.

As the war drew to a close, Navy and Marine Corps leaders held nothing back in their praise for those who served with them.

"With skill, with courage and an awe-inspiring degree of dedication, you have helped crush a maniacal aggressor and helped make a safer, more peaceful world," said Secretary of the Navy H. Lawrence Garrett III.

"Our Navy has responded with superb professionalism and competence in *Desert Shield* and *Desert Storm*. ... You have added another magnificent chapter in the history of our Navy and nation," said Chief of Naval Operations ADM Frank B. Kelso II.

"In an extraordinarily complex theater of operations, you have not only proven America's resolve to categorically reject unprovoked aggression, but have affirmed that our nation's investment in the Navy-Marine Corps team stands on unbeatable grounds," said Marine Corps Commandant Gen. Alfred M. Gray. "Indeed you have marched to the sound of thunder with distinction, courage and dedication, and willingness to sacrifice what America has come to expect from her premier force in readiness."

Desert Storm commander, Army Gen. H. Norman Schwarzkopf, echoed these leaders in his address to all U.S. forces March 6.

"I asked you to be the thunder and lightning of *Desert Storm*. You were all that and more. Through your courageous acts, your dedicated service, your determination and love of your country, you have written history in the desert sands that can never be blown away by the winds of time. ... Your country is proud of you, the world is proud of you, and I am proud of you," Schwarzkopf said.

As historians investigate the full ramifications of Operations *Desert Shield/Storm*, one fact is clear — the events from August 2, 1990, to the present illustrated the United States' position as a world leader and global superpower. The Persian Gulf War demonstrated that Third World countries armed with First World equipment cannot compete with a military force composed of men and women from a nation where machines, electronics and computers are found in their homes.

While *Desert Shield/Storm* will no doubt lead to deeper involvement of U.S. forces in the Gulf, shouldering that commitment will fall principally on the Navy-Marine Corps team. That team will continue its vital role in the stable future of the Middle East, just as it has for the past 41 years. □

Below: USS *Nassau* steams off USS *Raleigh*'s starboard quarter in the North Arabian Sea. Opposite page: *Wisconsin* crew members in the Persian Gulf (photo by PH1(AC) Scott M. Allen).

Photo by Capt. Rick Mullen, USMC

Desert Shield/Storm lessons learned

The Navy's recently published preliminary report on *Desert Shield/Storm* outlines some of the broad "lessons learned". Here are a few of the highlights:

People: The all volunteer force worked and worked well. Our men and women knew their jobs, knew their equipment and knew how to fight. Our superb people were the key to victory.

Training: High quality, realistic training is expensive, time-consuming, difficult and fundamental to success in combat.

Joint operations: Working as a team with other services and our coalition partners generated the greatest possible combat capability in the shortest time.

Forward presence: More than 40 years of naval presence in the harsh environment of Southwest Asia demonstrated commitment, maintained readines, and paved the way for Operation *Desert Shield*. Naval forces benefited from that experience and provided crucial cover for air and ground forces arriving in the region.

Sea control: Sea control is fundamental to joint power projection. It means we can deliver our troops and supplies safely to any region. Sea control also made possible one of the most successful naval interception campaigns in history.

Communications: Almost every aspect of naval communications capability was stressed to the limit. Problems were solved through aggressive management, work-arounds, innovation, close cooperation, equipment upgrades and new installations.

Logistics: The exceptional levels of ship and aircraft readiness maintained throughout the operation reflect the sea-based, self-sustained logistic capability of naval forces.

Sealift: Sealift investments of the '80s paid huge dividends: more than 90 percent of all cargo was moved into theater by sea, and more than 95 percent will come home that way.

Precision weapons: Precision weapons like *Tomahawk*sand laser-guided bombs are clearly the weapons of choice against the most important, heavily defended, war-winning targets.

Multi-mission systems: Platforms and systems capable of multi-mission operations proved their value, making major contributions in cross-warfare areas where demand was greatest.

Desert Shield/Storm chronology

1990

Aug. 2: Iraq invades Kuwait. Eight U.S. Navy Middle East Force ships are present in the Persian Gulf (continuous Middle East presence since 1949).

Aug. 6: Defense Secretary (SecDef) Dick Cheney travels to Saudi Arabia to discuss request for assistance and deployment of U.S. forces in country. SecDef travels also to Egypt and receives permission to send U.S. warships through the Suez Canal.

Aug. 7: USS *Independence* (CV 62) carrier battle group arrives on station in the Gulf of Oman.

–USS *Dwight D. Eisenhower* (CVN 69) carrier battle group transits the Suez Canal en route to the Red Sea.

Aug. 8: President Bush orders U.S. Armed Forces to Saudi Arabia.

Aug. 14: Advanced elements of the 1st Marine Expeditionary Force (MEF) and the 7th Marine Expeditionary Brigade (MEB) arrive in Saudi Arabia. Hospital ship USNS *Comfort* (T-AH 20) deploys for the Middle East.

Aug. 15: Ships from Maritime Prepositioning Squadron 2 (Diego Garcia) begin unloading in Saudi Arabia. Hospital ship USNS *Mercy* (T-AH 19) deploys for the Middle East.

Aug. 16: Multinational maritime intercept operation begins challenging ships going to or from Iraq and Kuwait, consistent with U.N. Security Council Resolution 661.

–USS *John L. Hall* (FFG 32) executes the first maritime intercept by a U.S. warship.

Aug. 18: In separate incidents, USS *Reid* (FFG 30) and USS *Robert G. Bradley* (FFG 49) fire warning shots across the bows of two Iraqi oil tankers leaving the Persian Gulf.

–USS *England* (CG 22) boards a Chinese freighter, the first boarding of the intercept operation. USS *Scott* (DDG 995) executes the first diversion, without boarding.

Aug. 24: USS *Wisconsin* (BB 64) transits the Strait of Hormuz into the Persian Gulf.

Aug. 26: U.N. Security Council votes, without dissension, to allow use of military force to uphold the trade embargo against Iraq.

Aug. 27: The first two fast sealift ships, USNS *Altair* (T-AKR 291) and USNS *Capella* (T-AKR 293) arrive in Saudi Arabia carrying components of the Army's 24th Infantry (Mechanized) Division.

–Deployment of Fleet Hospital 5 to Saudi Arabia announced.

Sept. 4: USS *Goldsborough* (DDG 20) boarding team performs the first boarding and seizure of an Iraqi freighter in the North Arabian Sea.

–Coast Guard law enforcement detachment and *Goldsborough* crewmen detain vessel *Zanoobia*'s master and crew and pilot ship to Muscat, Oman.

U.S. Navy Photo

First combat employment of the Navy's new generation of ships (*Aegis* cruisers, mine counter-measures ships and air cushioned landing craft).

Sept. 5: The Navy lifts the firing suspension for Wisconsin's 16-inch guns.

Sept. 7: Amphibious Ready Group (ARG) Alpha units USS *Okinawa* (LPH 3), USS *Ogden* (LPD 5), USS *Fort McHenry* (LSD 43), USS *Cayuga* (LST 1186) and USS *Durham* (LKA 114) with the 13th Marine Expeditionary Unit (MEU) embarked, arrive in the Gulf of Oman.

Sept. 8: *Comfort* arrives in the Persian Gulf.

Sept. 11: The amphibious ships USS *Shreveport* (LPD 12), USS *Trenton* (LPD 14), USS *Gunston Hall* (LSD 44), USS *Portland* (LSD 37) and USS *Spartanburg County* (LST 1192), with Marines of the 4th MEB embarked, arrive in the Gulf of Oman in support of *Desert Shield/Storm*.

Sept. 13: ARG Bravo units USS *Dubuque* (LPD 8), USS *Schenectady* (LST 1185) and USS *San Bernardino* (LST 1189) with the 1st Battalion, 2nd Marines embarked, arrive in Saudi Arabia.

Sept. 14: USS *John F. Kennedy* (CV 67) carrier battle group transits the Suez Canal into the Red Sea.

–Amphibious ships USS *Nassau* (LHA 4), USS *Pensacola* (LSD 38) and USS *Saginaw* (LST 1188), with additional components of the 4th MEB embarked, arrive in the Gulf of Oman.

Sept. 20: SecDef announces that, effective Sept. 17, personnel on duty in the Middle East are authorized Imminent Danger Pay.

Sept. 23: *Mercy* and *Comfort* steam together for the first time in the Persian Gulf, making Navy medical history.

Oct. 1: *Independence* transits the Strait of Hormuz en route to the Persian Gulf (first time a carrier has been deep inside the Gulf since USS *Constellation* (CV 64) in 1974).

–*Super Servant III* arrives in Bahrain with her cargo of U.S. Navy minesweepers; USS *Adroit* (MSO 509), USS *Impervious* (MSO 449), USS *Leader* (MSO 490) and new mine countermeasures ship USS *Avenger* (MCM 1).

Oct. 15: USS *Elmer Montgomery* (FF 1082) completes the 2,500th intercept by the multinational maritime intercept force since the operation began Aug. 12.

Oct. 30: A major steam leak in the engine room of USS *Iwo Jima* (LPH 2) kills 10 crew members.

Nov. 1: USS *Midway* (CV 41) carrier battle group relieves *the Independence* carrier battle group in the North Arabian Sea.

Nov. 8: President Bush announces that in addition to the 230,000 troops in the Persian Gulf region, more heavy divisions, Marines and ships will be headed for the Persian Gulf.

Nov. 13: USS *Missouri* (BB 63) deploys for the Persian Gulf region from Long Beach, Calif.

Nov. 27: Maritime intercept update: 4,162 challenges; 500 boardings; 19 diversions.

Nov. 29: U.N. Security Council approves resolution authorizing use of military force unless Iraq vacates Kuwait by Jan. 15, 1991.

Dec. 20: U.S. troop strength update: 280,000 in the Middle East region. Reserves recalled - 127,293 (7,314 Navy, 17,375 Marines).

–Maritime intercept update: 5,509 challenges; 679 boardings; 27 diversions.

Dec. 21: An Israeli chartered liberty ferry shuttling crew members of USS *Saratoga* (CV 60) capsizes and sinks off Haifa, Israel, killing 21 sailors.

Dec. 23: A truck on a liberty excursion in Abu Dhabi, United Arab Emirates, carrying crew members of *Midway* overturns, killing two sailors and injuring five others.

Dec. 28: DoD announces first-ever chemical/biological vaccination program for U.S. forces.

Photo by PH1(AC) Scott M. Allen

First tandem deployment of hospital ships; USNS *Mercy* (T-AH 19), USNS *Comfort* (T-AH 20).

1991

Jan. 1: *Missouri* arrives in the Gulf of Oman.

Jan. 2: U.S. troop strength update: More than 325,000 in region; 35,000 Navy, 55,000 Marines.

–Maritime intercept update: 6,221 challenges; 749 boardings; 32 diversions.

–U.S. Navy ship strength update: 55 total; 25 - Persian Gulf, 20 - North Arabian Sea/ Gulf of Oman, 10 - Red Sea.

Jan. 6: *Saratoga* transits the Suez Canal en route to the Red Sea for the fifth time, a record canal transit by any Navy ship during a single deployment.

Jan. 8: U.S. troop strength update: more than 360,000 in region.

–To date, 147,300 reserves recalled (9,939 Navy, 18,155 Marines).

–U.S. Navy ship strength update: 63 total; 18 - Persian Gulf, 21 - North Arabian Sea/ Gulf of Oman, 12 - Red Sea, 12 - Eastern Mediterranean.

Jan. 10: Eight-ship amphibious task force enters the Persian Gulf to conduct routine operations. Led by *Nassau*, it carries a complement of nearly 10,000 sailors and Marines.

Jan. 12: Congress approves joint resolutions authorizing the use of force against Iraq.

–USS *Ranger* (CV 61) carrier battle group arrives on station in the North Arabian Sea. Amphibious Group 3, comprised of 13 ships (with 7,500 Marines of the 5th MEB embarked), also arrives on station in the North Arabian Sea and joins the amphibious groups already on station, creating the largest amphibious task force since the Korean War.

–*Midway* re-enters the Persian Gulf.

Jan. 14: USS *Theodore Roosevelt* (CVN 71) carrier battle group transits the Suez Canal, and arrives on station in the Red Sea.

Jan. 15: USS *America* (CV 66) carrier battle group transits the Suez Canal and arrives on station in the Red Sea. *Ranger* carrier battle group arrives on station in Persian Gulf.

Jan. 16: U.S. troop strength update: 425,000 in region; 60,000 Navy, 75,000 Marines.

–U.S. Navy ship strength update: 108 total; 34 - Persian Gulf, 35 - North Arabian Sea/ Gulf of Oman, 26 - Red Sea, 13 - Eastern Mediterranean.

–Maritime intercept update: 6,960 challenges; 832 boardings; 36 diversions.

–To date, 19 countries have deployed ground forces and 14 nations are participating in naval efforts.

–Seventeen anti-ship mines discovered in Persian Gulf since Dec. 21, 1990.

–At 7 p.m. (EST), the White House announces that "the liberation of Kuwait has begun." The offensive action against Iraq, Operation *Desert Storm*, begins under provisions of 12 U.N. Security Council resolutions and resolutions of both houses of the U.S. Congress.

–Following President Bush's address to the nation, SecDef and Army Gen. Colin Powell, chairman of the Joint Chiefs of Staff, announce at a Pentagon briefing that hundreds of U.S. and coalition air strikes on missile and anti-aircraft targets in Iraq and Kuwait are to "destroy Saddam Hussein's offensive military capabilities." SecDef reports that "initial attacks appear to have gone very, very well."

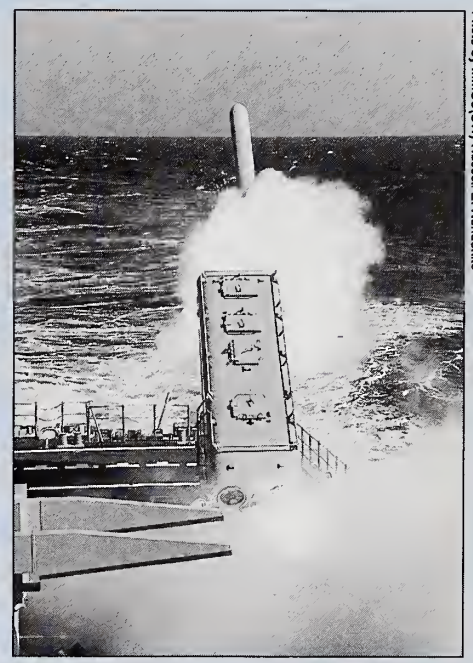


Photo by MMCS(SW) Russell E. Hendertine

First ship-launched *Tomahawk* cruise missile in combat.

Jan. 17: USS *San Jacinto* (CG 56) fires the first *Tomahawk* cruise missile from the Red Sea between 1 and 2 a.m. (Gulf time). Moments later, USS *Bunker Hill* (CG 52) fires the first *Tomahawk* cruise missile from the Persian Gulf.

–The Navy launches 228 combat sorties on the first day of *Desert Storm* from six aircraft carriers in the Red Sea and Persian Gulf.

–The United States reports an F/A-18 and an A-6 lost over Iraq. Navy LT Michael S. Speicher, listed as missing — the first combat casualty of *Desert Storm*.

–Three Marines and one Navy corpsman,

HN Clarence Dean Conner, are injured in Saudi Arabia by Iraqi artillery fire near the Kuwaiti border — the first ground combat casualties of *Desert Storm*.

Jan. 18: USS *Nicholas* (FFG 47), in operations with Army helos and a Kuwaiti patrol boat, neutralizes Iraqi forces firing on coalition aircraft with anti-aircraft artillery and shoulder-fired SAMs from 11 Kuwaiti oil platforms in the northern Persian Gulf. Five Iraqis are killed, three are wounded and 23 Enemy Prisoners of War (EPWs) are taken aboard *Nicholas* for transfer to a holding facility.

–The United States loses two additional aircraft, a Navy A-6 and an Air Force F-15. The two crewmen of the F-15 are listed as missing. The two crewmen of the A-6, lost on Jan. 17, are also listed as missing. To date, the United States has lost four aircraft and lists five personnel missing in action (MIA).

–The first Iraqi *Scud* missile lands in Israel, injuring 10 to 12 civilians.

–In air-to-air engagements, eight Iraqi MiG-29s and *Mirage* F-1s are destroyed; two are downed by Navy F/A-18s of *Saratoga*'s Fighter Squadron 81 (directed by E-2Cs from Carrier Air Wing 17).

Jan. 19: Navy A-6s and A-7s successfully launch a standoff land attack missile (SLAM) against an Iraqi target for the first time in combat.

–USS *Louisville* (SSN 724) fires the first submarine-launched *Tomahawk* cruise missile in combat history while submerged in the Red Sea. The missile is directed against an unidentified Iraqi target.

–A Marine OV-10 reconnaissance aircraft is downed by Iraqi SAMs. Two crewmen are listed missing. To date, 10 Iraqi aircraft (six MiG-29s, three *Mirage* F-1s, one MiG-23) have been destroyed in air-to-air engagements with coalition aircraft. The United States has lost six aircraft and lists seven personnel missing.

–President Bush signs authorization to extend call-up of up to 1 million National Guard/Reserves for up to two years. DoD raises the ceilings for National Guard/Reserves to 360,000. The Navy's authorization ceiling is raised from 30,000 to 44,000, Marines from 23,000 to 44,000.

Jan. 20: Coalition sorties flown pass 7,000. Four additional personnel are listed as missing. The United States has lost eight aircraft and lists 11 personnel missing.

–An Iraqi artillery battery is destroyed by Navy A-6 and Air Force A-10 aircraft. Marines and Army troops continue in defensive mode in forward positions, but there have been no direct ground confrontations.

U.S. Navy Photo

First employment of maritime and afloat pre-positioning ships for seaborne mobile logistics.

Jan. 21: More than 8,000 sorties have been flown by coalition aircraft. Air operations focus on neutralizing fixed/mobile *Scud* launch sites and Iraqi troop concentrations. To date, coalition aircraft losses total eight, including two non-combat-related losses.

–A Navy F-14 is lost over Iraq. Two additional Navy personnel are listed as missing. The United States has lost 10 aircraft and lists 13 personnel missing.

–The United States warns Iraq that it will be held accountable for mistreatment of U.S. Prisoners of War (POWs) after Iraq announces captured Americans will be placed at strategic target sites as "human shields."

–*Roosevelt* carrier battle group arrives on station in the Persian Gulf region.

Jan. 22: More than 10,000 sorties have been flown, with no U.S. aircraft lost in air-to-air engagements to date. Oil storage tank fires are started by Iraqis in Wafra, Ash Shuaiba and Mina Abdullah, Kuwait, but have little effect on air operations.

–Air Force special operations forces recover one crew member of a Navy F-14 downed on Jan. 21.

–Four Navy A-6s attack and disable an Iraqi T-43-class ship — capable of laying 20 mines — in the Northern Persian Gulf.

–U.S. ships attack three Iraqi patrol boats, disable one and chase off two others. Three additional mines are found and destroyed.

–U.S. troop strength update: 474,000 (Iraqis - 545,000). Reserves recalled - 165,797 (13,303 Navy, 22,048 Marines).

Jan. 23: An Air Force F-16 is downed by artillery fire over Kuwait. The pilot ejects over the Persian Gulf and is rescued by Helicopter Anti-Sub Squadron (Light) 44, embarked aboard *Nicholas*, marking the first over-water combat SAR.

–Navy A-6s disable an Iraqi tanker that had collected and reported intelligence data. The A-6s set off three explosions, killing three Iraqi personnel. A-6s also attack and sink a *Winchester*-class hovercraft being refueled by the tanker, and a *Zhuk* patrol boat.

Jan. 24: 15,000 sorties (8,000 combat, 7,000 support) have been flown, and more than 220 *Tomahawk* cruise missiles have been launched at Iraqi targets. Air strikes are directed at *Scud* missile launchers, lines of transportation and communication, control sites and airfields. At Al Quara West airfield, three Soviet-built TU-16 *Badger* heavy bombers are caught on the ground, ready to take off, and destroyed.

–Navy A-6s attack and destroy an Iraqi minelayer and sink an Iraqi *Zhuk* patrol boat. Another Iraqi minesweeper hits an Iraqi mine while attempting to evade A-6 fire.

–Twenty-two survivors are taken from the sea by a helo from USS *Curts* (FFG 38), near the island of Qurah. During the rescue, the helo comes under attack, returns fire and kills three. Twenty-nine additional Iraqis surrender. Fifty-one EPWs are taken into custody by helo crews from USS *Leftwich* (DD-984), and the island is reclaimed as the first liberated Kuwaiti territory.

–A-6s and F/A-18s attack the Umm Qasr Naval Base, hitting four Iraqi ships.

–U.S. ships continue multiple operations, including locating and destroying 25 mines to date in the Northern Persian Gulf.

Jan. 25: A record 2,700 sorties flown today brings total coalition sorties to 17,500

to date, with 236 *Tomahawk* cruise missile launches. Iraq has lost 43 aircraft — 19 in air-to-air engagements, 24 on the ground. The United States has lost 10 aircraft to ground fire and the coalition has lost seven. The total of 17 aircraft losses represented two-tenths of 1 percent of all combat missions flown to date.

–U.S. ships engage and attack an Iraqi vessel laying mines near the Sea Island terminal, setting part of the terminal and surrounding water on fire.

–Iraq dumps several million barrels of oil into the Persian Gulf from the Sea Island crude oil tanker loading terminal off the coast of Kuwait. Five pre-positioned Iraqi tankers in the occupied Kuwaiti port of Mina al Ahmadi are drained of oil, adding to the spill's volume.

–Described by DoD as "an act of environmental terrorism", the spill is approximately 20 miles long, 3 miles wide and 3 feet deep and threatens to foul the intakes of Saudi Arabia's desalinization plants.

–U.S. troop strength update: 482,000 in region. Reserves recalled - 192,965 (14,702 Navy, 22,142 Marines).

U.S. Navy Photo

First submarine-launched *Tomahawk* cruise missile in combat.

Jan. 26: Coalition aircraft pass 20,000 sorties flown as the air campaign's focus shifts from strategic targets to battlefield preparation, with targeting on military storage facilities, military production facilities, Republican Guard troop fortifications and *Scud* launchers. Bomb damage assessments confirm significant destruction of Iraqi biological/chemical production capabilities.

–At least 12 Iraqi MiG-29s, F-1s and 12 transport aircraft have landed in an undisclosed location in Iran, a declared neutral country. DoD was unsure whether Iraqi planes were seeking a safe haven from bombing attacks, whether this was a mass defection or a husbanding of resources for future combat operations.

–An estimated 120 million gallons of oil have spilled into the Persian Gulf from the Sea Island terminal. The oil slick — partly ablaze from the Jan. 25 engagement between U.S. ships and an Iraqi patrol boat — grows to 31 miles long and eight miles wide. The United States sends a team of Coast Guard, National Oceanographic and Atmosphere Administration and Environmental Protection Agency oil pollution and environmental experts to assist Saudi Arabian efforts to contain the spill.

–U.S. Marines stage the largest artillery attack of the war to date, firing a battery of 155mm howitzers at Iraqi troops six miles inside Kuwait.

–EPWs to date: 110 in U.S. facilities awaiting processing to a Saudi Arabian EPW camp.

Jan. 27: Air Force F-111s attack pipelines feeding the Sea Island terminal with GBU-15 laser-guided bombs to stem the flow of oil, now 35 miles long and 10 miles wide, and to ignite oil and burn off pollutants. The attack specifically targets a system of pipes that regulate oil flow from storage tanks to the terminal, called manifolds.

–A-6s attack and destroy an Iraqi ship, and coalition naval forces continue to hunt Iraqi patrol and mine-laying boats in the Northern Persian Gulf and near Bubiyan Island. To date, eight Iraqi vessels (one oil platform service ship, two patrol boats, one tanker and four unknown) are presumed destroyed. Ten (four mining vessels, one hovercraft, three patrol boats, and two unknown) have been confirmed sunk.

–Thirty-nine Iraqi aircraft, including 23 in the past 24 hours, have landed in Iran. Iran announces that, to protect its neutrality, any warplanes landing within its borders will be confiscated and held until the end of hostilities.

–U.S. *Patriot* missiles intercept six Iraqi *Scud* missiles aimed at Saudi Arabia and Israel. Fifty-one *Scud*s have been launched to date.

Jan. 28: The status of seven U.S. air crewmen is changed from MIA to POW.

–A total of 80 Iraqi aircraft have relocated to Iran. Aircraft ferrying is characterized as "possible defections" as a consequence of the air campaign that achieved air superiority and neutralized Iraqi counterattack.

–Marine and coalition aircraft attack an Iraqi convoy inside Kuwait, destroying 24 tanks, armored personnel carriers (APCs) and trucks. U.S. ground forces continue to receive sporadic artillery fire along the Kuwaiti border, and engage in counterbattery artillery missions. The Gulf oil slick appears to stop flowing from the Sea Island terminal. DoD estimates the slick contains 460 million gallons of oil.

Photo by PH2 Milton Savage

First employment of Navy fleet hospitals.

Jan. 29: More than 700,000 coalition air, ground and naval personnel are present in the theater of operation, and more than 110 coalition combatant ships are participating. U.S. troops number more than 490,000.

–In the first major ground confrontations, Iraq mounts a four-pronged raid across the Kuwaiti border. Near Al Wafra, U.S. and coalition forces engage a mechanized battalion with *Cobra* gunships and fixed-wing aircraft. They repulse the attack, destroying 10 enemy tanks.

–North of Ras Al Khafji, another Iraqi battalion crosses the border with turned turrents — an apparent gesture of surrender — then attacks. U.S. AC-130s and Army *Cobra* helicopters destroy four tanks,

and 13 other enemy vehicles.

–Fighting continues for control of Khafji through the night. Forty more Iraqi tanks cross the border and engage U.S. Marine light armored infantry. The attack was repelled, but 11 Marines are killed in action (KIA) — the first ground combat deaths of the operation. Two Marines are wounded.

–A total of 33 enemy tanks and 28 APCs are destroyed.

–Marines of the 13th MEU capture Umm al Maradim Island, 12 miles off the coast of Kuwait. Marines plant the Kuwaiti flag and destroy anti-aircraft weapons and artillery stored on the tiny island. This is the second island reclaimed for the Kuwaiti government by the coalition.

–Navy helos search Maradim Island, investigating reports of Iraqis offering to surrender, and are fired upon by approximately 20 Iraqi small craft with rocket propelled grenades and automatic weapons. The helos return fire, sinking four boats and damaging 12 others. A-6s engage the fleeing boats.

Jan. 30: Two weeks into *Desert Storm*, the Navy has flown more than 3,500 sorties from six carriers and launched more than 260 *Tomahawk* cruise missiles.

–The fire at the Sea Island terminal is confirmed to be extinguished, and the oil flow from the terminal has stopped.

–Seventy-four EPWs are captured in two engagements.

–Saudi Arabian National Guardsmen and Qatari tanks engage a column of Iraqi infantry and tanks in Ras al Khafji. After a protracted battle, the Iraqis are forced from the town with the help of U.S. Marine gunships and artillery.

–Navy A-6s attack three Iraqi landing craft in the vicinity of Shat al-Arab Channel, leaving two enemy ships dead in the water. The other ship flees. A-6s also attack a patrol boat in the Northern Persian Gulf. The boat is set ablaze.

–In the vicinity of Bubiyan Island, Navy aircraft engage four enemy vessels, sinking three patrol boats and damaging a landing craft.

–*Curts* and *Leftwich* rescue 20 enemy soldiers from an Iraqi amphibious landing craft sunk by a Navy A-6 and British *Lynx* helos in the Northern Persian Gulf. *Leftwich* is the primary combat search and rescue (CSAR) platform in the Gulf, locating and recovering downed pilots. *Leftwich* has participated in 16 CSAR cases to date.

Jan. 31: More than 32,000 sorties have been flown (2,600 today) with no air-to-air losses of U.S. aircraft. Coalition air, ground and naval personnel pass 705,000. U.S. troop strength passes the half-million mark.

Photo by PH1(AC) Scott M. Allen

First combat use of Marine Corps AV-8B *Harrier*s from Navy ships.

Feb. 2: Coalition naval operations continue with an attack on the Al Kalia naval facility. One Iraqi *Exocet*-capable patrol craft is hit directly with two laser-guided bombs, while a second U.S. aircraft launches a string of twelve 500-pound bombs across another patrol boat. The bombs also strike a building on the pier, generating several secondary explosions.

–Helos from *Nicholas* engage four Iraqi patrol boats near Maradim Island, destroying one and damaging two other vessels. A-6s score direct hits on an enemy patrol boat in Kuwait City harbor. To date, 35 Iraqi naval craft have been either sunk or damaged.

Feb. 3: The battleship *Missouri* fires eight 2,000-pound shells from her 16-inch guns, destroying prefabricated enemy concrete command and control bunkers Iraq is moving into Kuwait.

–The barrage, totaling 16,000 pounds of high explosives, marked the first combat firing of *Missouri*'s 16-inch guns since the Korean War.

–This also marks the first use of a Remotely Piloted Vehicle (RPV) for gunfire spotting in a hostile environment.

Feb. 4: More than 44,000 sorties have been flown — approximately one bombing sortie for every minute of *Desert Storm* operations — including 250 sorties and six B-52 strikes on Republican Guard troop positions.

–U.S. aircraft hit targets of opportunity, including a Marine AV-8B *Harrier* attack that destroys or damages 25 Iraqi tanks using *Rockeye* anti-tank bombs, and a strike on a truck convoy. Three *Scud* missile sites are hit and several support vehicles are damaged.

Feb. 5: Marine *Harrier*s bomb and strafe a 25-truck convoy, causing multiple secondary explosions. Coalition aircraft hit resupply convoys attempting to cross bombed-out bridges between Baghdad and Basra.

–EPWs total more than 800 to date.

Feb. 6: *Missouri* destroys four artillery emplacements and a command bunker with another 16-inch gun barrage in support of Marines. In a second salvo, *Missouri* fires 28 16-inch rounds against a radar control site, completely destroying it. *Missouri* fires a total of 112 16-inch shells and 12 5-inch rounds in eight fire support missions during a 48-hour period.

–Within two hours of relieving her sister battleship, *Wisconsin* conducts her first naval gunfire support mission since the Korean War, firing an 11-round salvo with her 16-inch guns, and destroys an Iraqi artillery battery in southern Kuwait. *Nicholas* escorts the battleship. A Marine OV-10 *Bronco* calls in the fire mission.

–Navy and Marine aircraft have flown more than 11,000 combat sorties during *Desert Storm*.

–Naval maritime intercept update: 7,100 challenges; 860 boardings; 40 diversions.

–To date, there are 35 U.S. fatalities: 12 KIAs, 23 noncombat deaths; 11 wounded in action (WIAs); 24 MIA s(six Navy, one Marine); eight POWs (two Navy, two Marines).

–U.S. troop strength update: 503,000 in region. Reserves - 211,146 (15,376 Navy, 22,634 Marines).

–Other coalition forces exceed 205,000. Thirty-two nations have forces in place supporting *Desert Storm* (Argentina, Australia, Bahrain, Bangladesh, Belgium, Canada, China, Czechoslovakia, Denmark, Egypt, France, Germany, Greece, Hungary, Italy, Kuwait, Morocco, the Netherlands, New Zealand, Niger, Norway, Oman,

Pakistan, Poland, Qatar, Saudi Arabia, Senegal, Spain, Syria, United Arab Emirates, United Kingdom and the United States).

Feb. 7: Using her RPV for spotting, *Wisconsin* pounds Iraqi artillery, electronic-warfare and naval sites with her 16-inch guns. Fifty rounds sink or severely damage 15 boats, and destroy piers at Khawr al-Mufattah Marina. Nineteen rounds are also fired at artillery.

–Two Navy F-14s down an Iraqi MI-8 helo, and A-6s attack and heavily damage two Iraqi patrol boats in the northern Gulf near the Al Faw peninsula.

–Cheney and Powell depart for Saudi Arabia to make a military assessment of *Desert Storm*.

Feb. 11: EPW count rises to 1,000-plus with the additional surrender of 75 Iraqi troops.

–A 300-member contingent of the Afghan Mujahedeen fighters becomes the 34th coalition partner supporting *Desert Storm*.

–*America*'s carrier battle group transits the Strait of Hormuz en route to their Persian Gulf deployment.

–U.S. aircraft fire two laser-guided bombs on a Baghdad target identified as a camouflaged fortified command and control bunker, in the residential al-Amerieh district. Iraq claims the site was a bomb shelter inhabited by civilians and announces hundreds killed.

–Navy aircraft destroy an *Exocet* missile-capable *Frelon* helicopter while it is on the ground. Navy aircraft also assisted in the Persian Gulf oil clean-up by providing information on the extent and movement of the spill.

–The air campaign in Kuwait is complicated by smoke from more than 50 oil field fires, mainly in Al-Wafra area. DoD suspects Iraq of placing charges on oil wells to cloud the battlefield and mask troop movements.

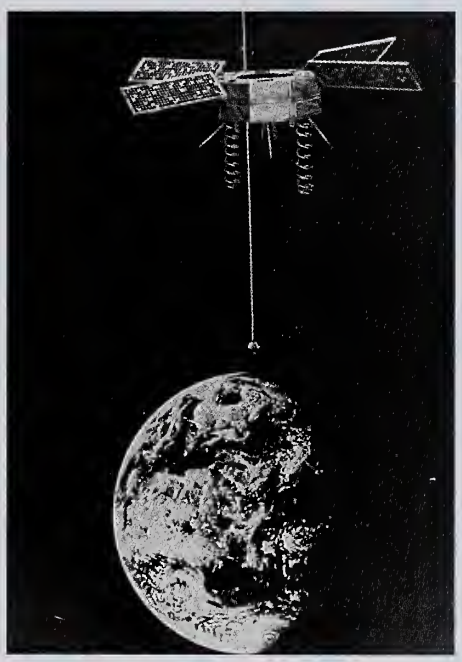
–Marines again exchange sporadic border fire with enemy troops, while continuing patrols and counter-reconnaissance deployments.

–To date, there have been 40 U.S. fatalities: 12 KIAs, 28 noncombat; 10 WIAs; 26 MIAs (seven Navy, two Marines); eight POWs (two Navy, two Marines).

–U.S. troop strength update: more than 510,000; more than 80,000 Navy, more than 90,000 Marines.

–United States has lost 28 aircraft (18 fixed-wing in combat, three fixed-wing in non-combat mishaps, seven helicopters lost in noncombat). Coalition has lost 10 aircraft. Forty Iraqi aircraft and four helos have been shot down in air-to-air engagements with no U.S. air-to-air losses. One hundred thirty-six Iraqi aircraft have flown to Iran thus far. Navy and Marine aircraft have flown more than 15,000 combat sorties since the operation began.

–Thirteen hundred Iraqi tanks, 800 armored vehicles and 1,100 artillery pieces are confirmed destroyed in verified bomb damage assessments (approximately one-third of the Iraqi inventory of 4,280 tanks, 1,870 APCs and 3,110 artillery pieces).



U.S. Navy

First combat use of global positioning system satellites.

Feb. 14: *America* carrier battle group arrives in Persian Gulf.

–DoD announces that Iraq's "military situation is precarious."

Feb. 15: Baghdad Radio broadcasts an Iraqi Revolutionary Command Council statement that Iraq is ready for negotiations "based on U.N. Security Council Resolution 660 of 1990, to achieve a solution to the Gulf crisis, including its withdrawal from Kuwait." President Bush announces that after initial happiness about the Iraq offer, "regrettably, the Iraq statement now appears to be a cruel hoax."

–DoD reports that military operations will continue until notified by higher authority of a cease-fire.

–Eight additional Iraqis surrender to U.S. forces. Central Command (CentCom) reports that 60 percent of EPWs have surrendered willingly.

–Would-be defectors may have been hindered by such obstacles as minefields, execution squads and retaliations against their families in Iraq.

Feb. 16: Marine and coalition ground forces re-position to confuse Iraqi reconnaissance and exchanged artillery and counter-artillery fire.

Feb. 17: Seven significant engagements along the Kuwait and Iraq border involve Marines and Iraqi ground forces.

Feb. 18: Within three hours of each other, USS *Tripoli* (LPH 10) and USS *Princeton* (CG 59) strike mines while conducting operations in the northern Persian Gulf. *Tripoli*, flagship in one of the most extensive minesweeping operations since the Korean War, sustains a 16-foot by 20-foot hole in her forward starboard side below the waterline. The explosion causes minor flooding to six spaces, minimized by damage control. Four crew members are injured, and the amphibious assault ship remains fully mission capable. *Princeton*, underway on half power, sustains damage including a crack in her superstructure. Three crewmen are injured — one seriously — and an EOD team is sent to assess the mission capability of the *Aegis* cruiser.

–Marine *Cobra* helos team up with Saudi, Kuwaiti and Marine observers and engage six Iraqi APCs. Two APCs are destroyed, the other four flee north.

Feb. 19: A Navy A-6 attacks and destroys five aircraft hidden in revetments in western Iraq.

–A minefield containing an estimated 22 mines is discovered and cordoned off in the Northern Persian Gulf. To date, 153 mines have been discovered.

–USS *Beaufort* (ATS-2) and minesweeper escort USS *Adroit* maneuver through an uncharted mine field to reach *Princeton*, and proceed to tow the cruiser to a Gulf

port for a detailed inspection.

Feb. 20: Significant increase in action between U.S. forces, including Marines, and Iraqi troops. A U.S. combined-arms team engages Iraqi infantry, tanks and artillery along the border. One U.S. service member is killed, seven wounded.

–There are several additional engagements including one in which 421 EPWs are captured.

–In one day-long engagement 100 kilometers above the border, U.S. artillery and tactical aircraft attack 300 vehicles in revetted positions, destroying 28 tanks and 28 vehicles. No Iraqi aircraft have flown in 10 days.

–To date, there are 55 U.S. fatalities: 17 KIAs, 38 non-combat fatalities; 25 WIAs; 27 MIAs (seven Navy, two Marines); nine POWs (two Navy, two Marines).

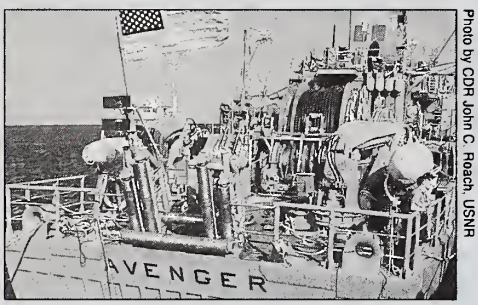


Photo by CDR John C. Roach, USNR

First-ever location, identification and neutralization of a bottom-influence mine during combat operations (USS *Avenger* in the Northern Gulf).

–U.S. troop strength update: more than 527,000; 82,000-plus Navy, 94,000 Marines. Reserves recalled - 219.858 (17,198 Navy, 28,359 Marines).

—United States has lost 36 aircraft to date (28 fixed-wing in combat, five fixed-wing in noncombat mishaps, eight helicopters lost in noncombat). Coalition has lost 11 aircraft.

–To date, 42 Iraqi aircraft and six helos have been shot down in air-to-air engagements with no U.S. air-to-air losses.

Feb. 21: Iraq accepts a Soviet-brokered eight-point peace proposal, however the United States has "serious" reservations.

–*Wisconsin* fires 50 rounds off Khafji, Saudi Arabia, and destroys a command complex, while her RPVs spot targets and provide coastline reconnaissance.

–Marine AV-8Bs conduct bombing runs off the flight deck of USS *Nassau* (LHA 4). This is the first time in history that Marine AV-8B jump jets have conducted combat missions from a helicopter assault ship.

–Throughout the border region there is a continued increase in engagements, reconnaissance and counter-reconnaissance probes between U.S. forces, including Marines and Iraqi troops, involving artillery, attack helos and tactical air strikes.

–A Marine unit exchanges small arms and rocket fire with Iraqi troops, destroying Iraqi anti-aircraft systems and equipment.

–DoD authorizes awarding of the National Defense Service Medal to all U.S. service personnel on active duty after Aug. 2, 1990, in special recognition of "outstanding performance during *Desert Shield* and *Desert Storm*."

Feb. 22: After consultations with coalition partners, President Bush rejects Iraq's peace plan, declaring that the ground campaign will not be initiated before 12 p.m. (EST) on Feb. 23 if Iraq publicly agrees to:

- •Large-scale, immediate withdrawal; complete within one week.
- •Within 48 hours, leave Kuwait City and allow prompt return of the legitimate government of Kuwait.
- •Withdraw from all prepared defenses along the Saudi-Kuwait and Saudi-Iraq borders.
- •Return troops to Iraqi positions of Aug. 1, 1990.
- •Cooperate with the International Red Cross and release all POWs and remains of servicemen within 48 hours.
- •Remove all explosives or booby traps and provide data on location and nature of any land or sea mines.
- •Cease all combat airfire, aircraft flights over Iraq and Kuwait except for transport aircraft carrying troops out of Kuwait.
- •Cease all destructive action against Kuwaiti citizens and property, and release all Kuwaiti detainees.

–U.S. and coalition forces agree not to attack retreating Iraqi forces and will exercise restraint as long as withdrawal proceeds within the guidelines. Any breach of the terms will bring an instant and sharp response from the coalition in accordance with U.N. Security Council Resolution 678.

–One Marine is killed and seven wounded by Iraqi artillery fire during three separate border engagements. Marines destroy 18 Iraqi tanks, 15 vehicles, and capture 87 EPWs.

–An estimated 100 Kuwaiti oil wells have been destroyed, along with oil tanks, export terminals and other installations. President Bush announces Iraq has "launched a scorched-earth policy destroying the entire oil production system of Kuwait."

Photo by PHAN Enrique Ortega

First combat use of the standoff land attack missile (SLAM).

Feb. 23: Sixteen hundred eighty-five Iraqi tanks (39 percent of known inventory), 925 armored vehicles (32 percent of known inventory) and 1,450 artillery pieces (48 percent of known inventory) are confirmed destroyed to date. Four hundred fifty of Kuwait's 950 oil wells are burning, creating thick smoke. Included in Iraq's destruction of Kuwait are wellheads, oil facilities and shipping terminals.

–Iraq does not comply with the deadline to meet coalition demands.

–At 8 p.m. (EST), President Bush addresses the nation to report he has directed Commander-in-Chief, U.S. Central Command, Army Gen. H. Norman Schwarzkopf, in conjunction with coalition forces, "to use all forces available, including ground forces, to eject the Iraqi army from Kuwait. ... The liberation of Kuwait has entered a final phase."

–Following President Bush's statement, SecDef announces the commencement of a "large ground offensive."

Feb. 24: Forces of the United States, United Kingdom, France, Saudi Arabia, United Arab Emirates, Bahrain, Qatar,

Oman, Egypt, Syria and Kuwait proceed in a major ground, naval and air offensive.

–At 4 a.m. (Gulf Time), assault elements of the 1st Marine Division (1st Battalion, 5th & 7th Marines, supported by 3rd Tank Battalion) and 2nd Marine Division (6th Marines and armor) easily breech Iraq's defense lines of minefields, barbed wire, bunkers and berms.

–Marines spearhead the attack, with Army paratroopers, air assault forces, special forces and ground forces of the United Kingdom, Saudi Arabia, Kuwait, Egypt and Syria. Within nine hours, Marines destroy numerous Iraqi tanks and bunkers; seize the Burgan oil field and Al Jabbir Airfield; and capture thousands of Iraqi troops.

–Amphibious task forces off Kuwait's coast conduct naval gunfire to keep Iraqi forces on the coastline.

–Ten hours into the ground offensive, U.S. casualties are "remarkably light." The offensive progresses with "dramatic success" with no reported use of chemical weapons by Iraq, and more than 5,500 EPWs captured.

–With the exception of one engagement between a Marine task force and an Iraqi armor unit that results in Iraqi tanks and troops retreating, there is only light contact with Iraqi forces. Iraqi troops are reported to be retreating, not engaging U.S. or coalition forces and surrendering. Some contact is made with Republican Guard troops.

–The Navy, along with British, Saudi and Kuwaiti naval forces conduct carrier air, minesweeping and amphibious missions along the east coast of Kuwait.

Feb. 25: More than 18,000 EPWs are reportedly captured. In several engagements, Marines attack an Iraqi force, destroying 50 to 60 tanks.

–In joint operations with the U.S. Army, Marines capture 20 T-62 tanks, 40 APCs, more than 400 EPWs and also engage a formation of 150 armored vehicles. Coalition forces have destroyed more than 270 Iraqi tanks since commencement of the ground offensive. Meanwhile, Marines fight their way to the outskirts of Kuwait City, but U.S. ground casualties remain extremely light: four KIA, 21 WIA.

–The United States reports four aircraft lost during the ground phase (Two Marine AV-8Bs, one Marine OV-10 [Feb. 24/25] and one Army AH-64). Three of the five aircrewmen are rescued, two are listed as missing.

–Naval forces, including *Wisconsin* and *Missouri*, continue naval gunfire support and other operations. *Missouri* alone fires 133 rounds, or 125 tons of ordnance, on targets. Minesweepers clear additional fire support areas for the battleships.

–HMS *Gloucester* (D 96), escorting *Missouri* in the Persian Gulf, destroys an incoming Iraqi *Silkworm* missile aimed at *Missouri*, with two *Sea Dart* missiles. A second *Silkworm* missile is fired, but falls into the Gulf. Navy aircraft destroy the missile launch site.

DoD Photo

First combat use of M1 Abrams tanks.

–An Iraqi *Scud* missile, fired at Dhahran, Saudi Arabia, breaks up in flight and scatters debris over a U.S. housing compound in suburban Al Khobar, killing 27 U.S. Army Reserve personnel and wounding 100 others.

–At 5:35 p.m. (EST), Baghdad Radio announces that Iraq's "Foreign Minister informed the Soviet ambassador ... which constitutes a practical compliance with U.N. Security Council Resolution 660, that President Saddam Hussein has ordered his troops to make a fighting withdrawal from occupied Kuwait and return to the positions they occupied before the Aug. 2, 1990, invasion of Kuwait."

–The White House responds, announcing there is "no evidence to suggest the Iraqi army is withdrawing. ... We continue to prosecute the war. We have heard no reason to change that. ... Saddam Hussein must personally and publicly accept, explicitly, all relevant U.N. Security Council resolutions."

Feb. 26: On Baghdad Radio, Saddam Hussein announces Iraqi troops have begun withdrawing from Kuwait and withdrawal would be completed within the day. In the 25-minute speech, Hussein maintains that "Kuwait was a part of Iraq which was separated from it in the past, and current circumstances are such that armed forces are forcing us to withdraw."

–President Bush calls Hussein's speech "... an outrage. He is not withdrawing. His defeated forces are retreating. The coalition will continue to prosecute the war with undiminished intensity. ... It is time for all Iraqi forces to lay down their arms. And that will stop the bloodshed. ... The liberation of Kuwait is close at hand."

–DoD announces that U.S. and coalition forces are engaging, out-flanking, outmaneuvering and destroying armed and fully-retreating Iraqi troops. Twenty-one Iraqi divisions are destroyed or rendered combat-ineffective.

–A Marine reconnaissance unit becomes the first U.S. force to enter Kuwait City, and retake control of the U.S. Embassy. Marines comb the neighborhoods for Iraqis. Pockets of resistance remain, including Republican Guard units. At Kuwait International Airport Marines engage Iraqi tanks.

–Navy A-6Es of *Ranger*'s Attack Squadron 155 and Marine aircraft bomb Iraqi troops fleeing Kuwait City to Basra in convoys along two multi-lane highways. Numerous tanks, armored vehicles, jeeps, cars and tractor-trailers are destroyed.

–More than 30,000 EPWs are reported captured. U.S. ground casualties: four KIA, 21 WIA, two MIA. Overall total: 55 KIA, 155 WIA, 30 MIA and nine POWs.

–DoD reports that more than 100,000 sorties have been flown by coalition forces. The U.S. Navy and Marines flew 3,000 sorties on this day alone.

–Using RPVs and Marine spotters ashore to zero-in on targets, including artillery, mortar and missile positions, ammunition storage facilities and a *Silkworm* missile site, *Wisconsin* and *Missouri* fire more than 1,000 rounds of 16-inch ammunition in support of ground operations. *Missouri* alone fires more than 1 million pounds of ordnance. *Wisconsin*'s RPVs provide on-site reconnaissance support from 11 nautical miles out for advancing Marines.

Feb. 27: Supported by attack aircraft, U.S. and coalition forces engage in a

climactic "classic tank battle," with approximately three divisions of Republican Guard forces in Iraq near the Euphrates Valley. These remnants of Iraq's forces are boxed in by a solid wall of U.S. forces on their eastern flank, and U.S. and coalition forces, including Marines, on their southern flank. The battle ends with Iraq losing 200 tanks, 50 armored vehicles and 20 artillery pieces.

–More than 50,000 EPWs have been captured (more than 48,000 since ground war began). U.S. casualties are 28 KIAs, 89 WIAs, five MIAs since start of the ground offensive. Overall total: 79 KIAs, 213 WIAs, 35 MIAs and nine POWs.

–President Bush addresses the nation, declaring "Kuwait is liberated. Iraq's army is defeated." The President announces that at 12 a.m. (EST), "exactly 100 hours since ground operations commenced and six weeks since the start of Operation *Desert Storm*, all U.S. and coalition forces will suspend further offensive combat operations."

–After the U.N. formally requests compliance, Iraq delivers a letter to the U.N. announcing its intention to comply with the cease-fire terms.

–U.S. and coalition air strikes and sporadic ground attacks continue until the 12 a.m. (EST) deadline. One hundred three thousand sorties have been flown (3,000 on this day) focusing on battlefield air interdiction and close-air support. Navy and Marine pilots have flown more than 26,000 combat sorties to date.

–While off the Kuwaiti coast assisting ground forces to secure and enter Kuwait City, *Wisconsin*'s RPV detects two small boats fleeing Faylaka Island. Navy A-6s are called in and destroy the boats, believed to be carrying Iraqi secret police.

Feb. 28: The temporary cease-fire holds, with U.S. and coalition forces in defensive positions, conducting combat air patrols and reconnaissance operations. There are several incidents of Iraqi troops firing on U.S./coalition forces, attributed to isolated Iraqis cut off from communications and unaware of the cease-fire.

March 1: Marines have captured, destroyed or damaged, 1,060 tanks, 608 APCs, 432 artillery pieces and two *Scud* launchers during 100 hours of offensive combat. Marine sweeps also uncover a bunker containing chemical artillery shells.

–Hundreds of Iraqi soldiers waving white flags on Faylaka Island surrender to *Missouri*'s RPV flying overhead after their trench line was bombarded.

–The U.S., British, French and Canadian Embassies open in Kuwait City, and Kuwait International Airport becomes operational.

March 2: By an 11-to-1 vote, the U.N. Security Council approves Resolution 686, outlining the conditions Iraq must meet prior to a formal cease-fire.

Photo by PH1(AC) Scott M. Allen

First use of nuclear-biological-chemical defense gear in the desert environment.

March 3: Schwarzkopf and Joint Forces Commander Gen. Prince Khalid bin Sultan bin Abdul Aziz meet seven Iraqi military officials, led by Deputy Chief of Staff Lt. Gen. Sultan Hasheem Ahmad, at Safwan Airfield in occupied Iraq.

–After a two-hour meeting, the Iraqi military formally accepts all demands for a permanent cease-fire. Iraq agrees to an immediate release of a small number of POWs as a token of good faith, and to safety measures to ensure that military forces do not accidentally engage each other with hostile fire.

–Navy CH-46 helos with loudspeakers round up 1,413 surrendering Iraqi troops on Faylaka Island. EPWs are ferried by helo to *Ogden* for further transport to Saudi Arabian EPW facilities.

March 4: Iraq releases 10 POWs (six Americans, three of whom were designated MIA). The POWs are turned over to U.S. officials by the International Red Cross near the Jordanian border station of Ruwayshid, then transferred to the hospital ship *Mercy* for medical treatment.

–U.S. casualty data: 98 KIAs, 308 WIAs, 35 MIAs and six POWs (reflects release of six Americans). EPWs total more than 63,000 in Saudia Arabia; 37,000 in U.S. facilities; more than 3,000 in Turkey.

March 5: Iraq releases 35 POWs (15 Americans) to the International Red Cross. Revised U.S. casualty data: 115 KIAs, 65 non-combat fatalities, 330 WIAs, 37 MIAs and six POWs.

March 6: In a prisoner exchange, 35 released POWs transit from Baghdad to Riyadh and 294 Iraqi EPWs transit to Baghdad. U.S. POWs are then transferred to *Mercy* for medical treatment.

–Elements of the 1st Marine Division withdraw from Kuwait to defensive positions in Saudi Arabia. The 2nd Marine Division shifts into the 1st Marine Division's former positions.

–To date, more than 116,000 sorties have been flown. The United States has lost 57 aircraft (35 fixed-wing, 27 in combat, 8 in noncombat; 22 helos, five in combat, 17 in noncombat). U.S. casualty data: 115 KIAs, 78 noncombat fatalities, 338 WIAs, 26 MIAs (five Navy, two Marines) and no POWs.

–President Bush addresses a joint session of Congress: "I can report to the nation; aggression is defeated. The war is over."

March 8: After two weeks of nonstop minesweeping operations, the port of Kuwait City is safe enough to reopen.

March 9: The first Navy and Marine Corps personnel from the Persian Gulf theater arrived in CONUS today and yesterday.

March 10: Twenty-one repatriated American POWs arrive in CONUS.

March 11: With a helo from USS *Biddle* (CG 34) providing air cover, the 1,000th boarding of a freighter is completed in the northern Red Sea.

–Updated U.S. casualty data: 121 KIAs, 81 noncombat fatalities, 23 MIAs (5 Navy,

one Marine) and no POWs.

–*Mercy* and *Comfort* are ordered to stand down after seven months of deployment.

March 12: Command ship USS *LaSalle* (AGF 3) and HMS *Cattistock* (M 31) reopen major Kuwaiti port of Ash Shuaibah, steaming through a channel cleared of mines by 100 U.S. and coalition divers. Two tankers follow, bringing in potable water and supplies to assist in the reconstruction of Kuwait.

Photo by CWO2 Ed Bailey

First surrender of an enemy soldier to a remotely piloted vehicle.

March 13: President Bush establishes a Southwest Asia Service Medal for members of the U.S. Armed Forces who deployed to Southwest Asia or in surrounding contiguous waters or air space on or after Aug. 2, 1990, and participated in Operations *Desert Shield/Storm*.

–Iraq returns remains of 13 coalition dead (five United States, eight United Kingdom).

March 14: The Emir of Kuwait returns from exile.

March 17: Crew of *Tripoli* awarded Combat Action Ribbon for mine attack on Feb. 18. *Tripoli* remains in Bahrain undergoing repairs.

March 18: USS *Sylvania* (AFS 2) arrives at her Norfolk home port, the first return of a ship supporting *Desert Storm*.

March 20: One of two Iraqi SU-22 *Fitter* jets is shot down near Takrit, Iraq. The other aircraft landed on its own after the engagement. DoD announces that the flight of these two aircraft was a violation of terms that Iraqi officials agreed on.

March 21: U.S. ship strength update: 86 total; 51 - Persian Gulf, Gulf of Oman, northern Arabian Sea; 22 - Red Sea; 13 - Eastern Mediterranean.

–U.S. casualty data: 124 KIAs, 102 noncombat fatalities, 357 WIAs, 21 MIAs (4 Navy, 0 Marines) and no POWs.

March 22: An Iraqi SU-22 *Fitter*, one of two aircraft flying, is shot down near Kirkuk, Iraq. The second aircraft, a PC-7 prop-driven trainer is not engaged, but the pilot ejects after the *Fitter* went down. This is the second breach of agreed terms.

–U.S. troop strength update: 445,000 in region; more than 55,500 Navy, more than 67,500 Marines. To date, 95,000 personnel have redeployed to the United States (29,500 Navy, 26,500 Marines); 6,661 naval reservists are currently serving in the Persian Gulf theater.

March 24: LT Mark D. Jackson dies of injuries sustained in a auto accident in Dhahran. This is the first-ever death of a naval reservist recalled to active duty in *Desert Storm*.

March 25: While actively sweeping for mines in the Persian Gulf, *Leader* detonates a suspected mine approximately 600 yards behind the ship. The explosion causes the crankshaft in the main propulsion unit to crack, however no injuries were reported. *Leader* continues her mission, then proceeds to port under her own power for scheduled maintenance.

March 26: Naval maritime intercept update: 8,379 challenges; 1,055 boardings; 53 diversions. The Navy has conducted 571 boardings.

–U.S. Navy ship strength update: 84 total; 48 - Persian Gulf/North Arabian Sea/Gulf of Oman, 8 - Red Sea, 28 - Mediterranean.

–U.S. troop strength update: more than 411,500 in region; more than 43,000 Navy, more than 60,500 Marines. To date, 128,500 personnel have redeployed to the United States (42,000 Navy, 33,500 Marines).

March 27: The first Navy air combatants returning to CONUS, Carrier Air Wing 3 (embarked on *Kennedy*) and Carrier Air Wing 17 (embarked on *Saratoga*) arrive at their U.S. homeports.

March 28: Three Marines are wounded in a drive-by shooting near their encampment in the Al Jubail area of Saudi Arabia. One is treated and released, the others are hospitalized and listed in good condition.

–The first Navy carrier battle groups returning to CONUS, *Kennedy* and *Saratoga*, arrive at their East Coast home ports.

March 30: *Princeton* crew awarded the Combat Action Ribbon for Feb. 18 mine attack.

April 1: The first West Coast warship to return, USS *Marvin Shields* (FF 1066), arrives at her San Diego home port.

April 2: Naval maritime intercept update: 8,598 challenges; 1,110 boardings; 58 diversions. The Navy has conducted 581 boardings.

–U.S. Navy ship strength update: 82 total; 44 - Persian Gulf/North Arabian Sea/Gulf of Oman, 13 - Red Sea, 25 - Mediterranean. A total of 13 Navy submarines conducted surveillance and reconnaissance operations in support of *Desert Shield/Storm*. Two of these, *Louisville* and USS *Pittsburgh* (SSN 720), conducted undersea-launched *Tomahawk* missile attacks against Iraq.

April 6: Iraq accepts the U.N. terms for a formal cease-fire.

April 9: The U.N. Security Council approves Resolution 689 establishing a United Nations-Iraq-Kuwait Observer Mission to monitor a permanent cease-fire.

April 11: U.S. troop strength update: more than 310,000 personnel in the region; more than 33,000 Navy, more than 38,500 Marines. To date, more than 230,000 personnel have redeployed to the United States (52,000 Navy, 55,500 Marines).

–Up to now, 2,386 Nayl and 4,970 Marine reservists have been demobilized; 16,733 naval and 25,578 Marine reservists are still on active duty.

–The U.N. Security Council announces that a formal cease-fire has been established, ending the Persian Gulf War. □

Photo by Todd Buchannon/Philadelphia Inquirer

In memory of our fallen shipmates

Lance Cpl. Frank C. Allen
Cpl. Allen M. Auger
AE3 Michael L. Belliveau
BT2 Alan H. Benningfield
Cpl. Stephen E. Bentzlin
Cpl. Kurt A. Benz
Cpl. Dennis W. Betz
Cpl. Scott F. Bianco
BTFN Tyrone M. Brooks
AA Christopher B. Brown
AA Darrell K. Brown
AA Steven A. Budizan
AT2 Andrew T. Cady
SN Monray C. Carrington
AN Larry M. Clark
Staff Sgt. Michael R. Conner Sr.
LT Patrick K. Connor
LCDR Barry T. Cooke
Cpl. Michael D. Cooke
LT William T. Costen
Cpl. Ismael Cotto
AMS3 James F. Crockford
Capt. William D. Cronin Jr.
AG1 Shirley M. Cross
Lance Cpl. James B. Cunningham
SM3 Delwin Delgado
WO1 Thomas M. Diffenbaugh
Capt. Gary Dillon
Capt. Kevin R. Dolvin
Lance Cpl. Joseph D. Dougherty III
LT Robert J. Dwyer
Capt. Jonathan R. Edwards
Lance Cpl. Eliseo Felix
AO3 Anthony J. Fleming
AKAN Gilbert A. Fontaine
Lance Cpl. Arthur O. Garza
BT3 David A. Gilliland
Lance Cpl. Troy L. Gregory
Cpl. Albert G. Haddad Jr.
Sgt. James D. Hawthorne
Capt. David R. Herr Jr.
AEAA Kevin J. Hills
Pfc. Adam T. Hoage
Sgt. Larry G. Hogan
Cpl. Raymond L. Horwath Jr.
LT Daniel V. Hull
Capt. William J. Hurley
BT2 Mark E. Hutchison
FN Wilton E. Huyghue
LT Mark D. Jackson
FC3 Timothy J. Jackson
Lance Cpl. Thomas A. Jenkins
MMFA Dale William Jock
Cpl. Daniel D. Joel
AA Alexander Jones
EM3 Daniel M. Jones
Cpl. Phillip J. Jones
AMS2 Troy Josiah
Sgt. Kenneth T. Keller
MSSA Nathaniel H. Kemp
Sgt. John R. Kilkus
Cpl. Victor T. Lake Jr.
Lance Cpl. Brian L. Lane
Lance Cpl. James M. Lang
Lance Cpl. Michael E. Linderman Jr.
LT James H. Love
Lance Cpl. James H. Lumpkins
EM2 Daniel Lupatsky
FN Michael N. Manns Jr.
Maj. Eugene McCarthy
AN Brent A. McCreight
BTFA Daniel C. McKinsey
Sgt. Garett A. Mongrella
1st Lt. Michael N. Monroe
Staff Sgt. Lance M. Monsen
Sgt. Candelario Montalvo
Staff Sgt. Thomas J. Moran
AA Randy L. Neel
Pfc. Michael A. Noline
Lance Cpl. Arthur D. Oliver
Cpl. Aaron A. Pack
CWO4 John M. Paddock
BT2 Fred R. Parker Jr.
ABF2 Marvin J. Plummer
Lance Cpl. Kip A. Poremba
Lance Cpl. Christian J. Porter
Capt. Manuel Rivera Jr.
Sgt. Ernest Rivers
Cpl. Timothy W. Romei
DS3 Matthew J. Schiedler
Lance Cpl. Thomas J. Scholand
Pfc. Scott A. Schroeder
DK3 Timothy B. Seay
MSSA Jeffrey A. Settimi
Staff Sgt. David A. Shaw
FTC Jeffrey W. Shukers
MM3 James A. Smith Jr.
Lance Cpl. David T. Snyder
LT John M. Snyder
LCDR Michael S. Speicher
Capt. David M. Spellacy
Pfc. Dion J. Stephenson
Lance Cpl. Anthony D. Stewart
RMSN Roderick T. Stewart
Cpl. James H. Sylvia
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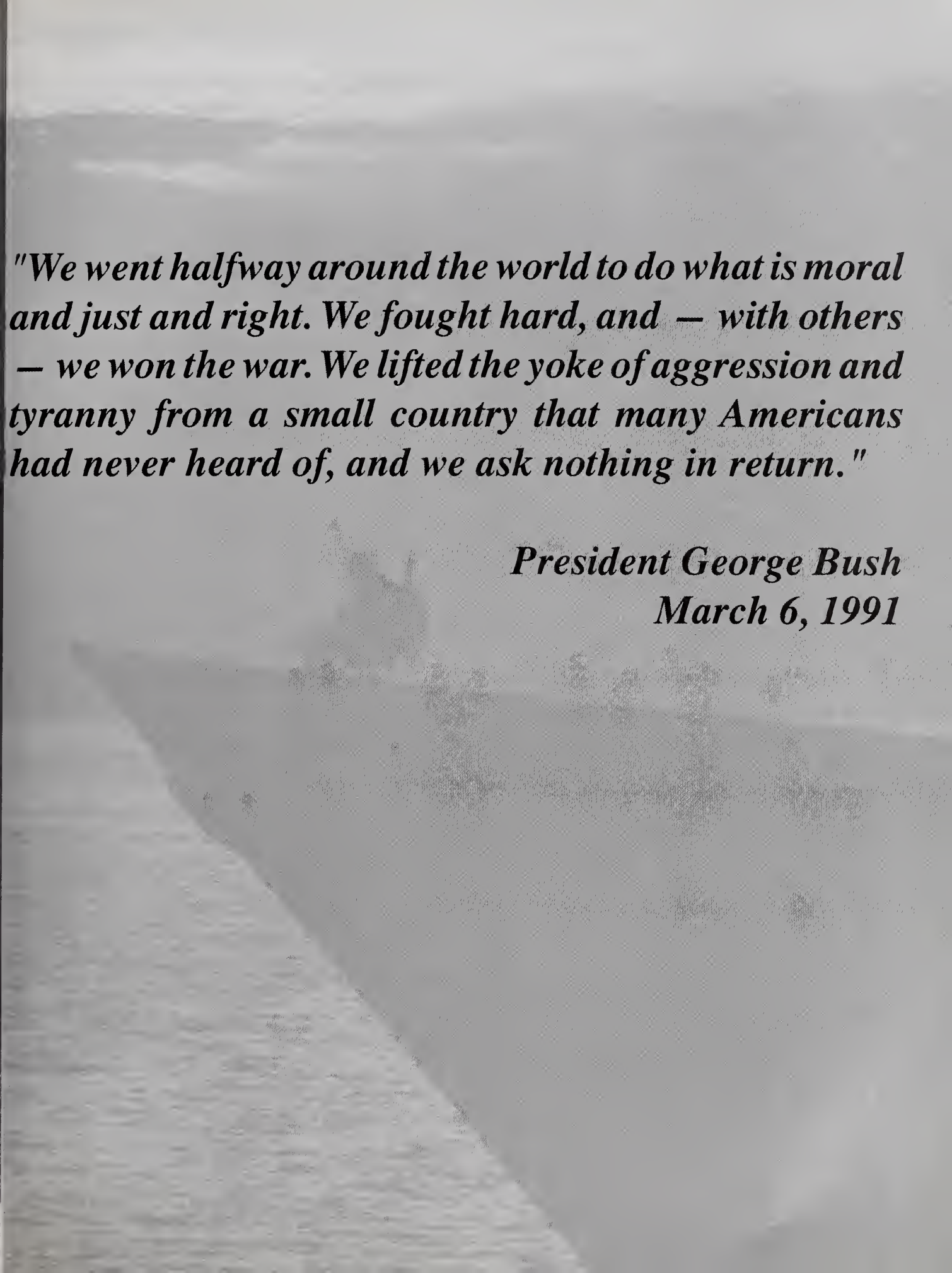

"We went halfway around the world to do what is moral and just and right. We fought hard, and — with others — we won the war. We lifted the yoke of aggression and tyranny from a small country that many Americans had never heard of, and we ask nothing in return."

President George Bush
March 6, 1991

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(BEIRUT) BAYRŪT
An Nabk
An Nāṣirīyah
MILITARY
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Ar Ruwayshid
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SUEZ CANAL
Ismâ'ilîya
Fâyid
EL QÂHIRA
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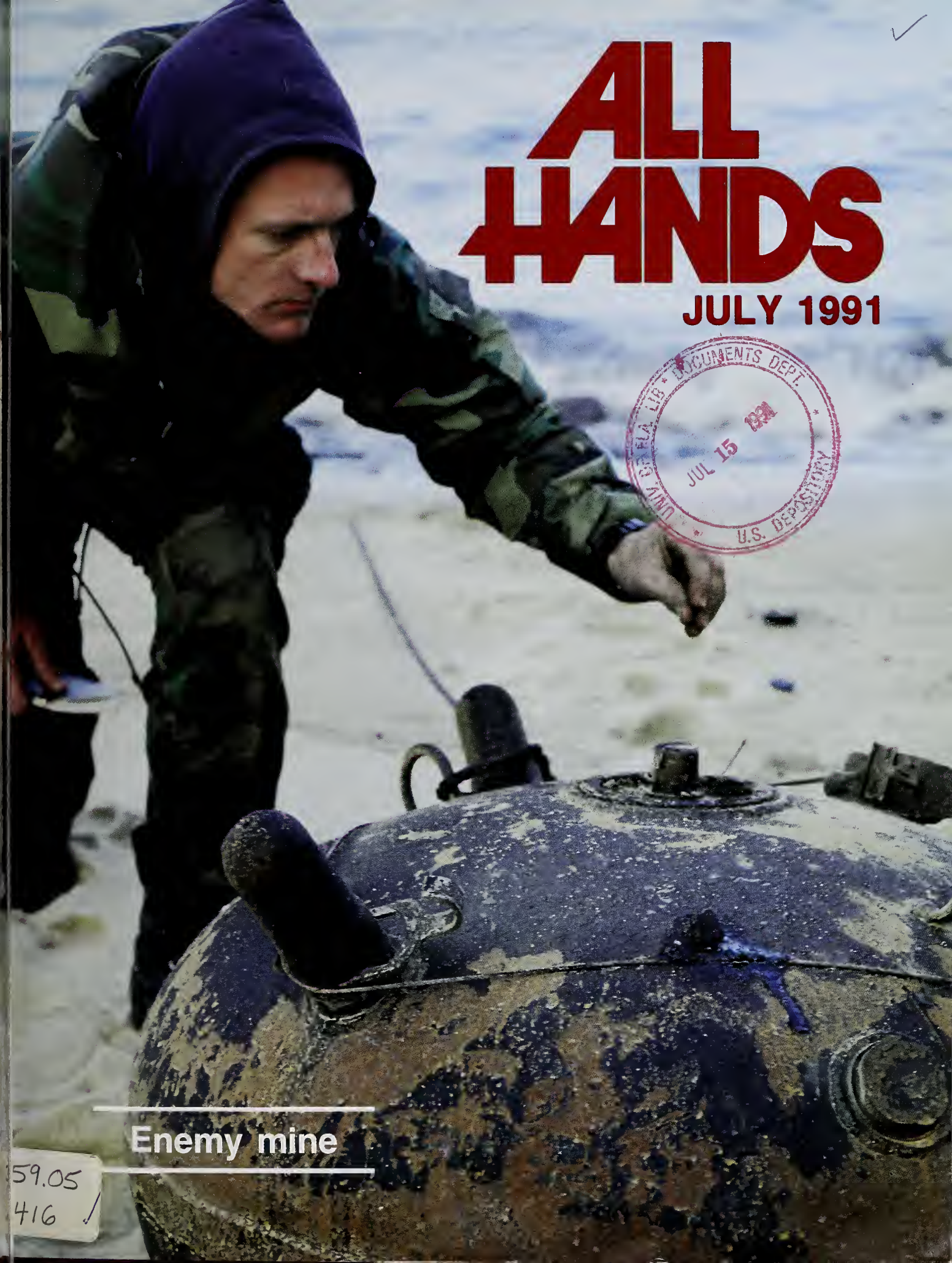

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U.S. Navy HT1(DV) Jeff Simons, a participant in the Personnel Exchange Program (Australia), watches as USS *LaSalle* (AGF 3) makes history. *LaSalle* was the first ship into Kuwait after the liberation of the Iraqi-occupied country. Photo by JO1 Lee Bosco.

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ALL HANDS

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68th YEAR OF PUBLICATION

U.S. Navy photo

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Front Cover: MM2 Roy Hunt of Explosive Ordnance Disposal Detachment Mobile Unit 6 carefully approaches a mine on the beach near Kuwait City. See story Page 27. Photo by CWO2 Ed Bailey.

Back Cover: See story Page 24. Photo by PH2 Cheryl D. Stark.

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News You Can Use

PCS information

Night detailing expands services

A massive expansion of the night detailing program was launched recently with the help of naval reservists. Now, sailors anywhere in the world can reach their detailers during a 20-hour period, every second and fourth Wednesday of each month.

This expansion — under which the Bureau of Naval Personnel has commissioned the help of qualified reserve unit personnel to help respond to questions — literally gives overseas and deployed personnel constant access to their detailers.

Prior to the expansion, more than 900 calls were logged each night, which often meant sailors had problems getting through to their detailers or often got a "please hold" response.

Difficulties in getting answers to questions about assignments, rotation dates, etc., have been a major source of frustration for sailors separated from their detailers by time differences and remote locations. With this expansion, the backlog of unanswered questions from overseas sailors were answered, and the volume of calls dropped significantly. □

Aviation Cadet program

The Naval Aviation Cadet program can lead to a commission and designation as a naval aviator.

Candidates must have earned enough college credit to enter school as a junior (third year student).

Applicants must be between age 19 and 24 upon entering training and unmarried with no children.

There is no application deadline, as the selection board meets quarterly.

Refer to OpNavInst 1120.2A or see your command career counselor for more information. □

Family support matters

Relief Society needs your time

Navy-Marine Corps Relief Society needs volunteers to administer the following services:

- Office personnel to provide information, process data and greet clients.
- Interviewers to listen to requests, make decisions and dispense funds to needy clients.
- Layette workers to prepare "welcome seabags" for newborns, and teach financial management to new parents.
- Thrift shop to help personnel recycle goods.
- Budget counselors to teach money management to sailors and Marines.
- Registered nurses to make house calls on new parents and the elderly.
- Volunteer administrators to form the leadership and management group of the local organization.

If you have the talent and time, visit the Navy-Marine Corps Relief Society on your installation — and volunteer. □

Women's dress white jumper

A reminder that NavOp 076/90 provides guidance for the proper fitting and wearing of the women's service dress white jumper.

The jumper will be required for all E-1 through E-6 women by Oct. 1, 1993. The new jumper uniform became available at Navy Exchange uniform shops and was authorized for wear on July 16, 1990. Initial issue to recruits will begin Oct. 1, 1991. □

Personnel issues

Advancement handbooks for all ratings

The Advancement Handbook for Petty Officers (NavEdTra 71000 series) issued for 1991 will remain in effect for all ratings during the 1992 advancement year, with the exception of AG, AT CTT, CTR, EW, LN, MU and OS ratings.

New 1992 handbooks for the above ratings will contain occupational standards and Personnel Advancement Requirements based on Section I, Navy Enlisted Occupational Standards (NavPers 18068E, Change 4), which becomes effective January 1992.

These handbooks will also contain 1992 bibliography and course requirements. All other portions of these handbooks will be identical to the 1991 edition. If you're up for advancement make sure you have the proper handbook with up-to-date references.

The latest bibliography and course requirements are listed in the *Bibliography for Advancement Study* (NavEdTra 12052) effective for calendar year 1992. It was issued last month through automatic distribution to all ships and stations.

To obtain a handbook, or for additional information and answers to questions, see your educational services officer or command career counselor. □

Enlisted commissionings

The Enlisted Commissioning Program is an undergraduate program providing enlisted personnel an opportunity to earn a bachelors's degree and a commission.

Applicants must have 45 fully-transferable college credits, be at least age 22 and must earn their commission before age 31. For details, call Mr. Losey at CNET, Autovon 922-4944, commercial (904) 452-4944 or toll-free (800) 628-7682. □

Uniforms for tall sailors

Navy uniforms and accessories for tall sailors are available from the Navy Uniform Support Center in Norfolk. Uniform items that may be ordered include:

Extra large uniforms; shirts with an extra 3 inches added to the tail; XL trousers; footwear sizes 14 and 15; neckwear in 60-inch length; XL outerwear; and XL sweaters. Tall uniforms may be ordered directly from the Uniform Support Center or your local Navy Exchange Uniform Shop.

The Uniform Support Center has a toll-free, 24-hour phone line for placing orders, and accepts Master Card, Visa and Discover. The telephone numbers are:

- For CONUS, Hawaii, Virgin Islands, Puerto Rico, (800) 368-4088; Alaska, (800) 368-4089; local Virginia, (804) 420-7348; from overseas, Autovon 680-8586; and by Fax, (804) 420-7987.

Prices for tall uniforms and accessories are the same as regular uniform items. □

Making a difference

VADM Boorda talks to sailors

Story by JO1 Sherri E. Bashore

Experience can be the best teacher. Those who have experience are responsible for passing on the lessons they have learned to those who need to grow. Lessons based on experience have taught many a person throughout history to be a strong, capable leader.

VADM Mike Boorda is one such person. He has moved through the ranks of the Navy from the bottom up. He enlisted in the Navy in February 1956, and now, 35 years later, he holds the position as the Navy's most senior career counselor — the Chief of Naval Personnel (CNP).

"It took me a little while to become a good sailor," Boorda said. "I didn't just start out being a wonderful sailor right in the beginning, I needed a lot of leadership.

"The best leaders I've had as I've come along are the people I looked up to and said, 'I want to be just like that.' I remember the first class petty officer who was an instructor when I was in [Personnelman] "A" school. My goal in life at that time — and I was barely 17 years old then — was to make first class and be like him. What a great goal. That was exactly the right goal for me at that time," Boorda said.

That first class petty officer had qualities Seaman Apprentice Boorda wanted to emulate.

"I didn't want to be the Chief of Naval Personnel right then. I wanted to be that first class petty officer."

Boorda passed along some good advice for seaman recruits who are just beginning their careers in the Navy.

"If you came into the Navy thinking you knew everything and you were as mature and as smart as you were going to be, go look in the mirror," he said. "We all still have growing to do. I'm a vice admiral and a grandfather now, but I still learn new things every day, and I think I'm going to be more mature tomorrow than I was this morning. Be confident; be really proud of what you're doing, but realize that you have a lot to learn from the good people around you — petty officers, chief petty officers and officers — who want to teach you. But, you've got to be open and listen.

"You can go as far as you want to go — as far as your own capabilities will take you, and you ought not limit your horizons by where you see yourself today. You should be looking ahead and getting more training and education. If you don't do those things, you are artificially limiting yourself."

Boorda said the way he got where he is today is by doing *more* than he was told and realizing that succeeding is a lot of fun.

"It takes a lot of initiative. It takes a lot of study. It means sacrifice, but the payoffs are obvious. You don't have to be a vice admiral to be successful. The point is feeling good about yourself and feeling good about what you do — a feeling like you are making a difference.

"I figured out a long time ago that I wasn't going to change the world, but during my career I think that I've been a real influence on individuals — on people. When I was a leading petty officer I hoped the people I was leading felt like they had a guy who cared about them, understood them and was willing to help them come along. And when I was a division officer, I *really* hoped they felt that way. As a commanding officer the same, and now — as an admiral — I like to think what I do every day makes other people's lives better."

Boorda was selected for commissioning under the old Integration Program in 1962 and attended Officer Candidate School (OCS).

"One of the first things I learned as a new ensign was to pay attention to the chief. If you want to get anything done, pay attention to the chief," he said. "I was lucky. I always had some really good chiefs. Even when I was an ensign, I worked for them. They kept me on the straight and narrow, and I learned a bunch from them."

Boorda also discovered as a new ensign that he inherited with his commission some very real responsibilities, and he had to learn from everybody.

"I haven't just learned from people who were senior to me; I've learned from lots of people, everyday, who were junior to me.

Photo by PH3 Charles A. Stover

"Junior officers really have some important responsibilities. They should make a difference because they were there.

"You'll make a difference in people's lives if you do nothing — their lives won't be as good as they could have been. But you'll make a positive difference in their lives if you take the initiative. I don't think an officer or any leader can ignore that leadership role that requires positive action to help people reach their potential."

With the experience and knowledge gained as a seaman recruit, through OCS and then as a surface warfare officer and operational commander, Boorda became Chief of Naval Personnel and Deputy Chief of Naval Operations for Manpower Personnel and Training in August 1988.

His priority as CNP has been to treat Navy people and their families fairly — with adequate compensation; stable personnel policies and programs; more advance notice on permanent change of station moves; more homesteading when possible; continued progress in equal opportunity for minorities and women; and focusing on needed improvements in the quality of life for all.

Since assuming the position of CNP, Boorda feels there have been many accomplishments by all the people who work under him at the Bureau of Naval Personnel.

"One of the things the people here have accomplished is that, even more than before, we have adopted the mind set that says 'we have customers,' and the customers are the fleet and the people in the fleet," Boorda said. "Figuring out whom we serve and then really following through with actions is probably the greatest change that I have seen since I've been here. Not that we didn't do that before, but I believe we do that to a much greater degree today."

Another of Boorda's philosophies on how business was going to be conducted was for his people to "feel free to break rules when the rules really don't fit the case. There are lots and lots of rules and regulations about people, and I wanted the people who work in [the Navy Annex] to feel that they have the power to make big decisions, not just to follow rules," he said.

"It has all fit together, so we are doing a better job today than before of serving our customers — the Navy. My guess is a year from now we'll be doing even a better job. It's an accomplishment of everyone here, and that has been the most gratifying thing since I've been here," he said.

In his third year as CNP, Boorda added in retrospect, "The Navy is a lot of fun. I think that if I had to characterize the time I've spent in the Navy so far it would be that it's been a time of real learning — learning which hasn't ended," he said. "At all levels in my career, I've had the opportunity to work for some of the greatest people you ever want to meet, really dedicated people who are really outstanding. I've had the opportunity to lead some people who are national treasures, the kind of sailors who will do all of the things we ask of them at sea, overseas and ashore — working the hours that they work and making the personal sacrifices of themselves and their families. I think it's a real privilege to be in the Navy.

"We call it a service — that we are in the service — and I don't think anybody really thinks about what that word means. We are privileged to *serve* the country and each other. If we think about our jobs like that, we are a few chosen people who have the opportunity to *serve* others, get paid for it and learn while we are doing it," he said. "This is not just a job. If it were just a job I would have been gone a long time ago. There are other jobs that are easier and pay more. But there aren't too many jobs where we get to serve other people like we do. I am real proud to be in the Navy." □

Above: VADM Boorda thanks the staff of Navy Broadcasting Service, Washington, D.C., for their support during his tenure as CNP. Right: PNSA Boorda as pictured upon graduation from Personnelman "A" School, Class 5B-56, Naval Training Center, San Diego, July 27, 1956.

Bashore is a staff writer for All Hands.

The word is "quality"

Fleet/Force Master Chiefs focus on Navy's future

Story by JOCS Robert C. Rucker, photos by PH1(AC) Scott M. Allen

"Throughout the Navy and the armed forces there's a general pride we haven't seen since the end of World War II," said Master Chief Machinist's Mate (SS) Lewis M. Sikes Jr., fleet master chief, U.S. Atlantic Fleet. Building on that pride and ensuring sailors' concerns were heard at the highest levels of the Navy were the goals of the Chief of Naval Operations' Master Chief Advisory Panel recently held in Washington, D.C. The Navy's fleet, force and CNO-designated command master chiefs gathered for the 20th anniversary meeting of the panel, chaired by Master Chief Petty Officer of the Navy AVCM(AW) Duane R. Bushey, to discuss issues affecting enlisted sailors. They spoke with *All Hands* about their concerns.

"The challenge we face with the drawdown of forces and the reduction of the number of ships is adding to our commitments," said MMCM(SS) Kenneth Lathrop, fleet master chief, U.S. Pacific Fleet. "Before *Desert Storm* we had met that challenge. My concern, and the concerns of the sailors I have, is adding and expanding to those commitments."

Other panel members agreed. According to Master Chief Fire Controlman (SW) Albert Jackson Jr., fleet

Left: Fleet/Force Master Chiefs from left to right include: AFCM(AW) Othan N. Mondy, Naval Air Force, Pacific Fleet; HMCM Jeffrey A. Brody, Commander Naval Reserve Force; BMCM(SW) Calvin Rennels, Naval Surface Force, Atlantic Fleet; EMCM(SS) Greg J. Determan, Submarine Force, Atlantic Fleet; TMCM(SS) James A. Kikis, Submarine Force, Pacific Fleet; STGCM(SW) Bruce W. Baker, Naval Surface Force, Pacific Fleet; ABCM(AW) Ronald L. Carter, Naval Air Force, Atlantic Fleet; AVCM Javier M. Guerrero, Naval Forces Europe; MMCM(SS) Lewis M. Sikes Jr., U.S. Atlantic Fleet; MMCM(SS) Kenneth Lathrop, U.S. Pacific Fleet; and FCCM(SW) Albert Jackson Jr., Naval Education and Training.

master chief, Chief of Naval Education and Training, "The real challenge that we have from all aspects is to do the same that we've been doing with less — less people in some cases — and less money. Obviously, the key to that is the leadership we [the chiefs] exhibit as well as the senior officers. That's going to be the thing that will carry us from now into the 21st century."

"I think that the leadership here [in Washington] has really thought about it [the drawdown]," said Master Chief Avionics Technician Javier M. Guerrero, fleet master chief, Naval Forces Europe. "I think they've tried to go out and tell the fleet exactly what they can expect as far as promotion opportunities and as far as what the Navy's going to be like a few years down the line. Quite frankly, I think the opportunities for career sailors are going to be better now than in the last 10 years."

But the general feeling among the senior enlisted leaders is that there is going to be belt tightening and more judicious thought on the part of leaders, particularly at the middle-management level, before approving requests for reenlistment.

"In years past we've had the tendency to get into quantitative retention vice qualitative retention," said Sikes. "Now is the time that the quality cut has got to be there. The numbers [of sailors on active duty] are obviously coming down, so what we have left have got to be quality sailors across the board. I think we can make the drawdown a success by insuring we get the quality cuts."

Those cuts may also affect the size of the reserve force, according to Master Chief Hospital Corpsman Jeffrey A. Brody, force master chief, Commander Naval Reserve Force.

"The Naval Reserve exists for one purpose and one purpose only — to augment the fleet in the event of war. During Operation *Desert Storm* that's just what we've done. But I think that as the active force is being reduced in size, the Naval Reserve may also draw down. A lot of the things we do in the reserve we do very well. The active fleet will decide what we should do. . . . But whatever decision is made, there's a lot of patriotic folks out there that will continue to be valuable members of the Naval Reserve force."

Keeping quality sailors in the Navy, both active duty and reservists, is a priority with the panel members.

"We have quality," said Master Chief Aviation Boatswain's Mate (AW) Ronald L. Carter, force master chief, Naval Air Force Atlantic Fleet. "We have superior individuals. When you look at the readiness of the Navy during Operation *Desert Storm*, we were there. We were able to execute the mission. But we need to continue to focus on quality, not only in terms of the weapons platform, but in terms of the quality of life for the people dealing with that platform. I think every sailor in the Navy today is expecting that quality of life to be right at the top. So in spite of the drawdown, I think we're going to look at maintaining a strong quality of life."

Panel members agreed keeping good people in the Navy will require continued work.

"We need to pay them [sailors] a fair wage," said Master Chief Electrician's Mate (SS) Greg J. Determan, force master chief, Submarine Force Atlantic Fleet. "We need to house them in adequate facilities — bachelor quarters and family housing — a safe, secure place they can go home to and relax at night. We need to make sure all the facilities sailors go to on the ship or away from the ship are quality, top-notch facilities — and we've got a long way to go on that part. It's essential, when the budgeteers

FCCM(SW) Albert Jackson Jr., fleet master chief, Naval Education and Training, addresses TQL.

and legislators take a look at dollars to start cutting the fat, that they know we need to concentrate on keeping and improving those quality-of-life areas that we have. We have quality people, but I'm not so sure that we're taking care of the quality resources that those quality people need."

"There's a real frustration we can't do more," said Guerrero. "But I feel comfortable that the people that are supposed to be looking at it [quality-of-life issues] — the CNO, the Chief of Naval Personnel and others — are."

"I think there's a lot of initiative we can take at the deckplate level to improve the individual room, the individual compartment, the individual workspace," said Sikes. "We need to start at that level. We need to set realistic goals at each individual unit all the way up the chain of command to attack quality of life.

"You hear the comparison of shipboard life to prison life to barracks life — for the sailor there's not much difference. But that's an area we can focus on. In areas where sailors can afford to live on the economy, then let's pay them BAQ (basic allowance for quarters) and VHA (variable housing allowance) whether they're on a ship, in an air squadron or on shore duty. Let's give them an option where they can afford to live in quarters that they want to live in. Then let's take our big dollars and put them into those high-cost areas where our sailors are living below the poverty level because that's where the Navy happens to be stationed. That's the key — common sense has to come into the equation."

"I think we need to increase our emphasis on taking care of the single sailor," said Master Chief Sonar Technician (Surface) (SW) Bruce W. Baker, force master chief, Naval Surface Force, Pacific Fleet. "Over the last few years

MMCM(SS) Kenneth Lathrop (left) listens to ABCM(AW) Ronald L. Carter speaking on readiness.

"Don't shoot at being the force master chief. Shoot at being the best you can be . . ."

we've done an increasingly good job taking care of the families. Now we have to do as good a job at increasingly the quality of life for the single sailor."

"We also need to maintain the quality of weapons platforms," Master Chief Aircraft Maintenance Technician (AW) Othan N. Mondy, force master chief, Naval Air Force, Pacific Fleet, said. "The young sailor needs to get a platform he can work on and take him beyond the year 2000. We're in the people business, but we need to emphasize to our bosses, so they can influence the legislators to get modern weapons platforms that can be maintained in order to do the job."

"I want to provide every sailor with the tools necessary to do his job," said Master Chief Boatswain's Mate (SW) Calvin L. Rennels, force master chief, Naval Surface Force, Atlantic Fleet. "Don't tell him to sweep down that passageway without providing him a foxtail. We need to fund the tools, the training and the quality of life in order to maintain readiness. We need the tools to do the job right the first time — safely and cost effectively."

The implementation and integration of total quality leadership (TQL) at all levels of the chain of command will be the means of making the improvements in quality-of-life issues and accomplishing our mission of controlling the sea lanes in the future, according to the panel members.

"TQL isn't something you talk about, it's something you do," Jackson said. "It's a way of doing business. In Monterey [Calif.] right now, admirals are going through indoctrination phases of TQL. You've got to make sure you've got the top folks guided as well, so that's where we've started training — right at the top. There are plans for TQL training at all levels, but it must start at the top and work its way down."

"What I like about the CNO's approach is that he understands it [implementation of TQL] isn't going to happen overnight — it's not the latest religion," Guerrero said. "It's a concept that's going to take a while for everyone to understand. But once we do, TQL will be a process that's going to help us in everything we do. There is a danger in TQL becoming a buzzword, and I think we're trying to hold that down."

The overall importance of training, not just training in TQL, was heavily emphasized by panel members.

"One of the key investments we've made over a period of time is in training," Jackson said. "We have to remember that training investment we made in the past paid off for us [in *Desert Storm*]. If we continue to make the right training available, it will continue to pay off for us."

MMCM(SS) Lewis M. Sikes Jr., discusses adequate pay for sailors.

"We're not like the civilian work force," said Master Chief Torpedoman's Mate (SS) James A. Kikis, force master chief, Submarine Force Pacific Fleet. "We have to train our reliefs. That includes more than the chief's community. The E-2 has to teach the E-1, and the E-5 has to teach the E-4, right up to our level. Everyone here is eager to teach anyone out there to be our reliefs. That's one of the good things about the Navy, and we want to see it continue."

So what personal advice do panel members, whose gold service stripes represent more than 268 years of naval service, have for sailors that may want to be in their position one day?

"Set your goals one day at a time," said Rennels. "Make a plan and work your plan. Don't let your plan work you."

"Never forget to be a sailor and have fun," said Guerrero. "Enjoy yourself. Be serious about what you're doing, but keep your sense of humor."

"Take care of your people," said Baker.

"Don't shoot at being the force master chief," said Carter. "Shoot at being the best you can be, and this will come."

And finally, how do they see the Navy in the year 2000?

"I feel we in the Navy have a trust to keep a free America and a free world," said Carter. "We took care of our people who went in harm's way, and I'm more than sure we'll take care of them in peacetime." □

Rucker is assistant editor of All Hands. *Allen is a photojournalist for* All Hands.

Fleet-smart sailors

Prior enlisteds at the Naval Academy help the fleet

Story and photos by JO2 Andrew I. Karalis

If you live or work in an American metropolis you need to be "street-smart" to survive. Likewise, it takes firsthand knowledge of the modern Navy, or "fleet-smarts," to survive the harsh elements of the naval environment.

This knowledge is slowly accumulated by sailors, from the day they walk into a recruiter's office, through boot camp or Officer Candidate School, to the first time they step aboard ship. Sailors will continue to learn with each new assignment throughout their entire naval career. Those who have collected fleet-smarts can use it to help others by passing this knowledge to fellow shipmates.

At the United States Naval Academy in Annapolis, Md., a small core of midshipmen there have these fleet-smarts and work to pass it on. These prior enlisted personnel develop with their peers morally, mentally and physically into some of the finest officers by reputation in the naval service. But, because of fleet-smarts, when "priors" first arrive at the academy, they have a leg up on other freshmen (plebes) in certain areas such as military customs and courtesies, naval terminology, attention to detail, proper wear of a uniform, etc.

Midshipman 2nd Class David Lum, now a junior at the academy and a former electrician's mate 2nd class, chose an enlistment in the Navy over the standard practice of going to college right out of high school. "I was accepted to UCLA, UC Berkeley and other colleges, but I wanted real life experience," said Lum. "I joined the Navy for the Nuclear Power Program."

With enlisted experience under his belt, Lum was accepted to the academy where he is currently majoring in oceanography and eventually hopes to join the submarine force. "I expected some advantages being prior enlisted," Lum said, "but there are bright kids here, and they can catch up to you quickly. I thought this would be as hard or harder than anything I've ever tried, especially with the academy's reputation in sports and academics. For my part, I help in training the junior people and tell them 'this is how it's done in the fleet.' The advantage of this was that I'm coming from the outside, and my credibility was good."

It is in these areas that priors can excel because they have already learned the "basics" and can help their shipmates learn about life in the fleet. Learning from peers reinforces what instructors have taught and adds credibility. At the end of four years, the midshipmen are equally imbued with the highest ideals of duty, honor and loyalty while learning about Navy life to assume the paramount responsibilities of command, citizenship and government.

"It helped being a prior, especially during plebe summer," said Midn. 4/C (plebe) Juliana F. Rosati, a former cryptologic technician (interpretive) 3rd class. "I knew what to expect because I experienced it, or people from the fleet told me what it was like. I had a 'heads up' on being able to take orders from someone, and all the military things, unlike my roommate who came out of high school and had a hard time — she really didn't have a clue in learning how to march or make a rack."

Former navigator Midn. 2/C David Lum (right) teaches plebes Dan Rodriguez, Tony Arzu and Brad Hawkins how to plot a course.

Below: Midn. 1/C Andy Kirkland looked to the sidelines for guidance when he played middle guard in football for the academy. Now others will count on him as their leader. Right: Midn. 1/C Eric Ver Hage (center) leads 5th Battalion staff members during sword practice in front of Bancroft Hall. From left: Midn. 1/C Ken Finley, Elizabeth Franklin, Bill de Vries (behind Ver Hage), Casey Moton and Mike Collins.

Photo courtesy of U.S. Naval Academy

According to sophomore Midn. 3/C Doug Phelan, a former aviation ordnanceman 2nd class, being a prior both helps and hinders you at the academy. "While others are learning about the military, we have time to devote to other things and to help out the 18- and 19-year-olds, because we're 21 or 23," Phelan said. "But it's hard some times because you're removed from your immediate peer group. In this structured military environment though, they'll catch up to you fast as they mature. You're called the 'Old Man,' but it's an affectionate term used respectfully."

One well-known senior football player in the class of 1991, Midn. 1/C Andy Kirkland, came to Annapolis from the fleet as a prior enlisted machinist's mate 3rd class. After finishing nuclear power school, Kirkland attended the Broadened Opportunity for Officer Selection and Training (BOOST) program for a year and was selected for the academy. He's majoring in economics and is scheduled to join the surface warfare officer community upon graduation with orders to USS *Ticonderoga* (CG 47).

"Out of high school I didn't have the SAT [Scholastic Aptitude Test] scores," Kirkland said, "and the college money wasn't there, so I decided to go into the Navy for a bit. My guidance counselors were excellent, they pointed out the different programs available to me and helped with applications. They were there for me and helped me out tremendously. Senior Chief Hahn, the command master chief at BOOST, and Ada Hunt, the career specialist there, were sincerely interested in my welfare and really went out of their way for me."

Midn. 1/C Eric H. Ver Hage, a former electronics technician 3rd class, made his way to Annapolis by way of the Naval Academy Prepatory School (NAPS) in Newport, R.I. "In high school I was lazy and hadn't intended to go to college or the academy," Ver Hage said. "But in boot camp I got interested in commissioning programs. They told me I couldn't

Cheerleader Midn. 4/C Don Berkey gets ready to entertain Navy sports fans and others by becoming "Bill the Goat," the Naval Academy's mascot.

do it. I set a goal to get good grades in ET "A" school at Great Lakes, Ill., and took night classes using tuition assistance. In "C" school at Memphis, Tenn., Betty Armitage, who's in charge of officer programs there, helped put my package together. With my good grades at ET school, good evals and taking night classes, I now had credibility. They knew I really wanted a commission, and I eventually had to make a choice between BOOST and NAPS."

Both Ver Hage and Kirkland share a common goal: command at sea. "That's basically what they teach us here," Ver Hage said. "They prepare us in every possible way to be the best at what we do and to eventually have a sea-going command."

But for Ver Hage, who is 5th Battalion commander and a political science major selected for the surface warfare officer community with follow-on orders to USS *Chancellorsville* (CG 67), his ultimate goal goes a little farther than that. He wants to make admiral.

It took nearly four years for Midn. 1/C Michael R. Rocheleau, a former quartermaster 2nd class and ship's diver from Nantes, Quebec, to get to the academy. "Being from Canada I had no congressman, so I decided to get into navigation and diving," he said. "About three years into the Navy I didn't know if "QM" was what I wanted to do for 20 years. My chief loved his job, but I needed more variety, and I applied to the academy. QMC Irvin, my division leading chief petty officer, supported me and made sure the ship's navigator and everyone else helped out too. I got turned down for direct accession, but got an appointment to NAPS.

"NAPS prepared me for this place academically as a 'mini' Naval Academy," Rocheleau said. "Sure there were setbacks along the way.

"You loose some of your freedom when you first get here, which is eventually dished back to you in small slices. But there's a benefit to all that — you get to do some things that are unavailable to you otherwise, like sailing for example. It's an expensive hobby, but I got to sail with the Navy as XO of the sailing team for two years. There are a lot of other opportunities within reach here at the Naval Academy — like learning to fly in summer programs, or going to

Below left: Sailing Operations Officer LT D. Mark Woodruf teaches Lum safety aboard a Navy 44-foot sailboat. Below right: BM1 Odom, YP 690 craftmaster, trains plebes in damage control before a Chesapeake Bay voyage.

The parade field holds many special events during the four years a mid is at USNA, with practice sessions held whenever possible to get precision marching movements just right.

scuba school — that you can carry with you back to the fleet."

Midn. 4/C Donald J. Berkey, a former Marine Corps corporal, tried to get to the academy from high school, but his SAT scores were below 1000. "I was heartbroken," Berkey said. "I figured I'd have to pay for my own education elsewhere, so I had to work harder for it. My parents had already helped my brother go to college, and there was no money left. I knew I couldn't do it by myself, but maybe with the Marine Corps' help I could make it.

"My recruiter sold me on a six-year program. My ASVABs [Armed Services Vocational Aptitude Battery scores] were good, I graduated fifth out of 230 in school, and I thought I could take a couple of classes at a community college in Jacksonville, Fla., after I got back from my first deployment," Berkey recalled. "The same Blue and Gold [Naval Academy recruiting] officer I had seen in Delaware called me when I was at HMLA 269 [Marine Helicopter Light Attack Squadron 269] and asked if I applied again. Before we deployed for a Med cruise he sent the application package to the ship. I went through all the *rigamarole* — all the phone calls, letters and other legwork and submitted the package again. I needed to get copies of everything and get them hand-delivered because all the deadlines had passed. I didn't get accepted to the academy, but thankfully, because I hadn't been in school for four years, I went to NAPS.

"They [the Naval Academy] give you just enough rope to hang yourself, just like in the fleet," Berkey continued. "If you learn to study and accept discipline you'll make it. Being a prior helped for the discipline aspects. I learned to manage my time well and already knew right from wrong regarding drill and the other military aspects of training. Other classmates came to me for help because I had the professional knowledge. Before room inspections, for example, people knew I had been a Marine and I knew how to spit-shine shoes. I ended up doing 17 pairs of white leathers!

"Some priors come here with an attitude, which hinders them, because they can't adjust as well as others starting from scratch, but in four to five weeks their attitudes are really good. Coming from the fleet, I learned I had to give up something to get something. If I wanted to get to college, I'd have to give up some blood, sweat and tears.

"Going to the fleet first gives the E-1 and E-2s wanting to become officers a good perspective and the basic knowledge of what these guys are thinking about later on in their careers. I know what it's like to be a non-rate, going through hard times, being homesick, what's a good or a bad job, because I've been there — and that's what will make me a better leader overall. I want to be the kind of officer others look up to and respect because they can count on me, knowing full well that I was just like them at one time."

All of these priors have examined the different routes necessary to reach their goal of obtaining a degree and a commission and chose the academy. Scholastically, the school is ranked among the top in the nation. Physically, few places can compare with the rigors of training found on or off campus. Mentally, the learning process is continuous — it can be found in virtually every aspect of academy life.

If priors can gather enough fleet-smarts to get to the academy, finish the four years of extensive training and learn how to be the best naval officers they can be, there's an overall benefit to the entire naval service after they graduate and accept their commission. They've been given the chance to get experience in the best of both worlds — as enlisted sailors, and now, the opportunity to apply it as officers. □

Karalis is a staff writer for All Hands.

Personal financial management

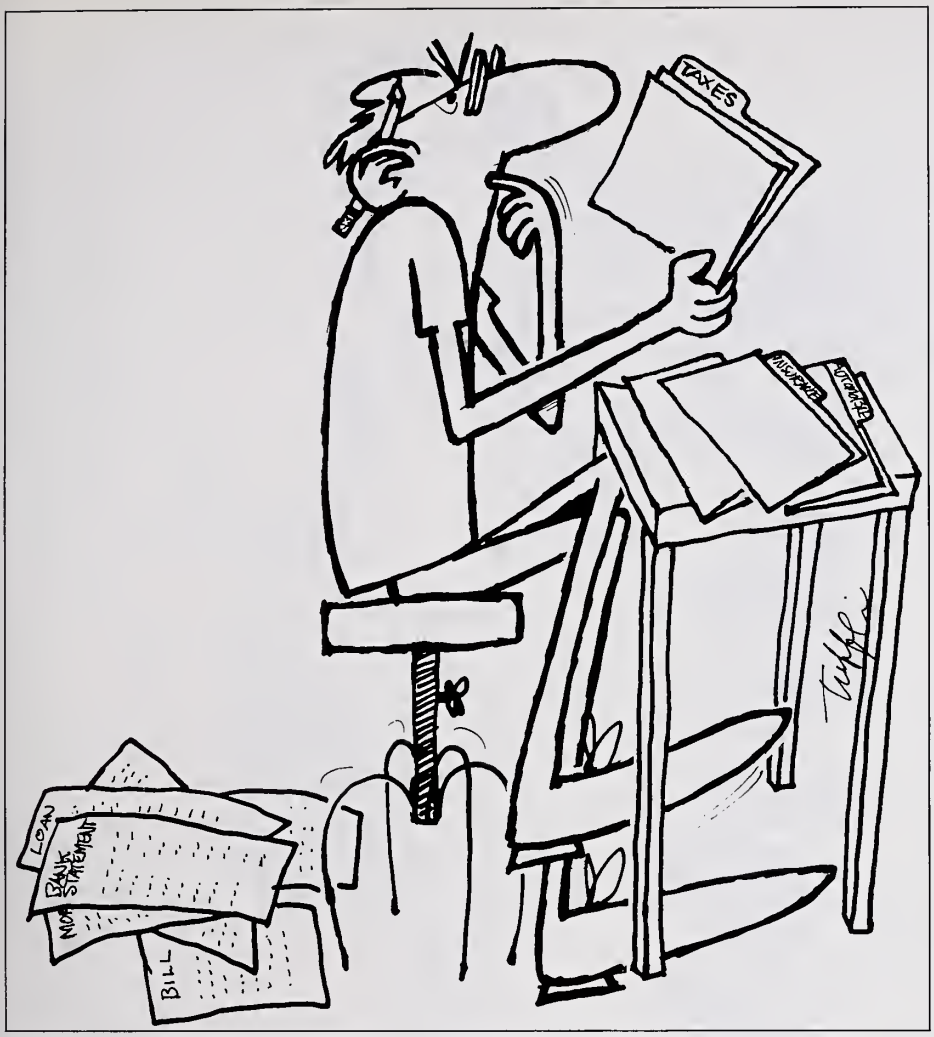
Breaking the "I want it now" syndrome

By JO1 Melissa Wood Lefler

As recession continues to plague the United States, saving money, conserving resources and making less do more is the newest wave. Navy people can be on the crest of that wave — by learning how to control where their money will go in the future — all because of a new fleetwide program called Personal Financial Management (PFM), designed to assist in preventing financial wipe outs.

The new strategy started with the recognition that something had gone very wrong, not just in the Navy, but throughout American society.

In 1988, now-Chief of Naval Education and Training VADM John H. Fetterman Jr., in a speech in Seattle before the military bankers' association, reported that, "financial indebtedness and bankruptcy among Navy men and women have increased dramatically in the past few years ... paralleling the rest of society. ... Every sign tells me the trend continues to grow." The admiral further said that in some high cost of living areas in California, there was at that



time roughly one letter of indebtedness for every 10 sailors at nearby bases.

LCDR Carolyn Houston, former director of the Family Services Center at Naval Amphibious Base Little Creek, Va., found reasons for financial troubles to be remarkably similar on the opposite coast. In 1990, in her opening address to a class of sailors who would begin training as command financial specialists at a course offered at the center, Houston shed light on some of the reasons she believes the PFM program is beneficial and necessary.

"Sailors are marrying earlier, they get ripped off in the marketplace and eventually end up in the quicksand of financial mismanagement," Houston said. "In the 1960s, 32 percent of sailors were married. In the 1980s, 62 percent were married, a figure that is still increasing.

"Marriage increases financial responsibilities dramatically," she continued. "Permanent changes of station, long hours at work, inspections, uniform upkeep, fluctuations in pay for sea/shore duty — all have an effect on married people far different from the effect on single people."

Fetterman was just one of the concerned senior Navy officials. Others included Chief of Naval Personnel VADM Mike Boorda, whose focus on the problems, research into the causes and proposals for the solutions, led to the new PFM policy, and CAPT Larry Griffitt, PFM program manager at the Bureau of Naval Personnel in Washington, D.C.

Griffitt, a reservist whose civilian job is in corporate and personal financial and investment counseling in Colorado, was recalled to active duty in 1989 to put the Navy's standardized financial program and its curriculum together.

"In civilian life, if an individual has to file bankruptcy, their employers' attitude can be summed up by the phrase, 'It's a tough break for a swell guy,'" Griffitt said. "In the Navy, we have a concern for our members and families that doesn't leave them out in the cold like that."

PFM's fresh angle is not just budget counseling for those in financial distress; that has always been and will continue to be available for Navy people. The innovative part of PFM is its proactive, preventive aspect, Griffitt explained.

So that training in personal finances begins from the ground up, PFM begins in boot camp, with three 45-minute classes covering the Navy pay system, Leave and Earnings Statements, checkbook keeping and the basics of budgeting.

"Realistically, young people get so much information thrown at them in basic training that we don't anticipate they will retain much of what we give them — we just present the basics, because there isn't time to do more," Griffitt said. "But at least they've been exposed to the concepts. Later on, when they get to "A" schools or to their commands, they will get more in-depth training and information. Officer accessions will also be provided training and information in PFM for their own use and as part of their leadership responsibility.

"The real focus is that this training and counseling program should be carried out in the fleet at the command level, and whenever possible, open to family members as well."

Many young men and women coming into the Navy today do not have the consumer training that allows them to do well in today's economy, Griffitt has discovered. "Young people coming into boot camp already have credit cards, but they don't generally have checking accounts or know how to manage money," he said.

In the fleet, the observations of LT Joan Miller, chaplain and senior financial counselor on the submarine

tender USS *L.Y. Spear* (AS 36), bear out Griffitt's findings. "It's one of my personal goals to see that people on this ship have checking accounts and know how to use them," she said. "I see a huge line at the ship's post office every payday . . . people buying money orders.

"Many junior people are afraid to open a checking account, and embarrassed to admit they don't know how to use one — it's not cool to confess that you've never done it," Miller continued. "But it's just another skill that has to be learned. I've even gone so far as to offer to go to the bank with people to open an account, but no one has taken me up on this. I wish someone would."

As the command financial specialist (CFS) on the tender, Miller eagerly backs the PFM program's goals. "I want to set a model program in motion here," she said. "My goal as a CFS is to make everyone [financially] successful."

General military training in consumer education is a wise use of any sailor's time, even for those who are not having financial difficulties, according to Miller. "These are the people who eat it up. My experience is that they're looking for ways to do even better. A little bit of education can really stretch the dollar," she concluded.

Learning how to augment your accounts is just one of the areas covered by the week-long training seminar for CFSs, now taught at 24 family service centers around the world. The CFS plays a key role in the command PFM training and counseling program.

At least one trained active-duty counselor must be present at all commands which have 25 or more active-duty people, according to OpNavInst 1740.5 dated November 1990.

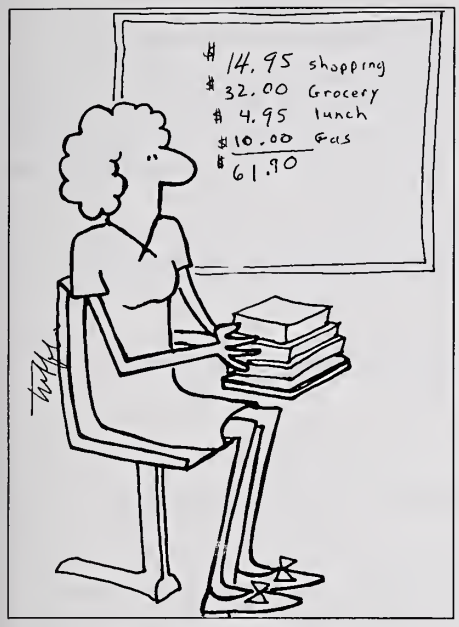
"After that one person is trained, it's the CO's decision as to how many he wants," Griffitt commented. "Most larger commands have several counselors. I think that one counselor for every 50 to 75 people is probably the optimum level," he suggested. "And although the instruction notes that the CFS be an E-6 or above, we have found that E-6s and E-7s are usually the most successful. They aren't so much older than or senior to the average sailor that it scares him or her away."

Financial specialists receive 40 hours of in-depth, comprehensive training. The curriculum for the week-long course was based on an innovative class developed by the Norfolk Family Services Center, Griffitt said.

Experts in various areas, such as Navy Relief workers, Navy lawyers, exchange and credit union officers, representatives from the Better Business Bureau, consumer credit organizations and credit bureaus are brought in to lecture. The training site staff is also augmented at some locations by the Navy/Marine Corps Relief Society trainees.

"All sites bring in people from the local area whenever possible," Griffitt added, "not only to provide more material 'from the horse's mouth,' so to speak, but to be geographically relevant to the sailors in that area.

"For example, Virginia and Florida have no usury laws, or ceilings on in-



terest rates, and counselors need to know that. But in California, which is considered a consumer advocate state, that doesn't apply. Thus the emphasis at each site will be somewhat different. When we wrote the course we wanted it to be that way."

Besides tailoring the information to the local area, bringing in professionals from each organization also gives the CFSs a list of useful contacts for future information, Griffitt pointed out.

Students at the CFS course are taught how to do a thorough budget, and how to counsel effectively in the delicate subject of personal finances. Practice counseling scenarios, similar to the role-playing exercises in Career Leadership Development courses, add to the students' confidence in their ability to actually go back to their commands and advise others.

Even so, sailors say that counseling concerning money matters — often thought to be one of the most private parts of a person's life — is the area of the curriculum that they are most awkward with at first.

"I was brought up to believe that someone's money situation was nobody else's business," said one aspiring financial counselor. "But I had to get over that attitude, to learn to help the people in trouble."

In the military, people with financial problems are often considered a security risk, and can lose their security clearances. But the Navy has other reasons for concern about sailors' financial health.

"When people are in financial trouble, they are not concentrating on work," said Storekeeper 1st Class Trisha Hopper, another financial counselor aboard *Spear*. "They are not thinking about welding this piece of metal to that piece of metal."

Miller agrees. "People who come to me for financial counseling are tired, frustrated and frightened. They want the harassing phone calls from creditors to stop; they are afraid of disciplinary action.

"When they can't pay their commitments out of their Navy pay, they often try to get work outside the Navy, during off-duty time," Miller also observed. "What they find are mostly minimum-wage, physically-demanding jobs like janitorial work, or standing on their feet all night at a fast-food joint. This creates tension at home because they are seldom there, and they're very tired on their Navy jobs."

The PFM program doesn't change any of the Navy's existing requirements for an individual to "pay financial obligations in a proper and timely manner," as set forth in the *Naval Military Personnel Manual* chapter on indebtedness and financial responsibility. What it does provide, in part, according to Griffitt, is a "consistent and cohesive support system."

"The individuals who have these difficulties now know that there is a counseling process in place at the

command level, that is now standard throughout the Navy, not just bits and pieces that vary depending on where he or she happened to be stationed," the PFM program manager explained.

Another important aspect of the plan is that it mandates tracking the progress of the troubled sailors. "In the old days, we often used to just send people off to Navy Relief, and that was it," Griffitt recalled. "Now, we don't just abandon people like that. The Navy/Marine Corps Relief Society is still a very important partner in the PFM process, but we have to follow up to make sure that members being counseled or assisted are working at becoming financially stable, both for their sakes, and the Navy's."

Failure to heed the need to fix one's finances can lead to an administrative discharge. However, many senior Navy officers, financial counselors and family service center workers feel that the Navy has a moral obligation to offer preventive training to all and counseling to those who really want to pay their debts, but just got in too deep.

"The emphasis has to be on debt management before the problem becomes acute," Fetterman said in his Seattle address. "The preventive medicine approach is all the more applicable when you examine the nature of the population. So many are otherwise responsible petty officers who simply got in over their heads.

"Most have big stakes in their careers and families to support. They generally want to do the right thing and honor their financial obligations."

Because these people are career oriented, they are usually reluctant to ask for help early on, Fetterman continued. He proposed that the solution is to teach supervisors to be aware of the indicators of financial trouble, as was done with the signs of drug abuse several years ago.

"We should ensure that those [well-meaning sailors] who do ask for help will not be looked upon adversely by the Navy, similar to the impression we've tried to create in respect to voluntary treatment of alcoholism," Fetterman summed up. "We learn to distinguish between the above and the true deadbeats, and save the punishment for the latter. . . . We have a big stake in getting them [out of trouble] before discharge becomes inevitable."

"If we have one good CFS who is able to assist one good petty officer who we would like to keep in the Navy, stay in the Navy, then we've saved a lot of dollars," said Griffitt, in discussing the program's cost-effectiveness.

Hopper thinks that type of help is what makes her counseling worthwhile. "My biggest priority is to take the stress off the sailor — that's my job," she said. "Usually, as soon as we get these problems off a sailor's back, we'll get our sailor back — I can bring him back," Hopper added. "I can spend an hour with someone who thinks his world has ended, and break down the facts. I take the emotion and the fear out of the situation, so we can look at what we really have in front of us.

Financial truths from across America

- 62 percent of Americans use credit cards regularly.

- Average individual has five to seven cards.

- One-third don't know the interest rate on the cards.

- One-third don't know the limit on their credit cards.

- One-third don't know the outstanding balance of their cards.

- 1 in 6 have credit problems

- 1 in 10 can only make the minimum monthly payment on the cards

- 1 in 20 can't even make the minimum payment.

"Not every problem is severe," Hopper has found. "When they leave, they realize they aren't in as bad shape as they thought. There are things they can do to straighten out the problem."

Hopper measures her successes, and the program's successes, by the number of questions she now gets before people sign contracts for merchandise. "I tell them, 'If they won't let you take it home, don't sign it.'

"After you help a couple of people, and they find out that what they tell you doesn't get discussed all over the ship, word gets out. I see people now about two times a week."

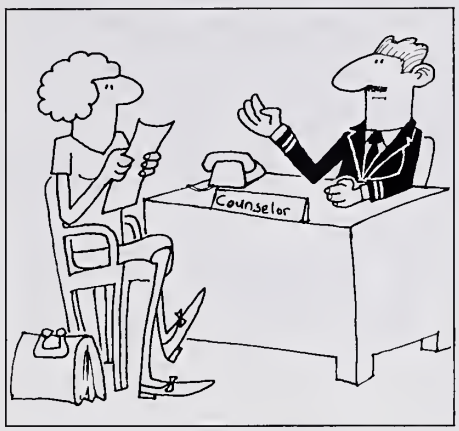
At the Navy Family Services Center in Norfolk, Budget Director Barbara Kellar concurs that the counselors in the PFM program are having a big affect in the fleet. "I hear more and more from CFSs, cases on which they want advice," Kellar said. "But I don't get nearly as many calls as I used to from individual sailors over their specific money woes. When I first got here, two-and-a-half-years ago, there were several every day. That to me indicates the program is working, that they are resolving things at the command level."

Griffitt agrees that for the moment, as it is far too early to do quantitative analysis of the success of the program, its achievements can and should be measured by the demand for the counselors.

"At the training sites and 'A' schools around the Navy, the demand for the services of the program is increasing consistently and rapidly," Griffitt said.

Why is the program turning out to be so popular?

"The program is more valuable than ever, in the current economic situation," theorized Griffitt. "Financial burdens are not going to just go away, they are going to get worse with the fluctuations of the economy, rising costs, and the lack of money skills rampant in the general population. More pay [for the military] would help," he noted, "but we [in the Navy: top echelons] don't have any control over that."



Yet occasionally the light at the end of the tunnel comes at the most unexpected times, and from the most unexpected places.

Naval Air Station Norfolk's full-time Financial Counselor Chief Aviation Support Equipment Technician Calvin Jackson points to one counseling session with pride and hope. "A Navy woman on active duty, an E-2 with a small child, came to me wanting to know if it was possible for her to save any money," Jackson remembered. "We looked at her expenses, and worked out a budget for her. She paid off some bills, and is now saving $50 a month."

How is this possible? Jackson explains, "She doesn't have cable TV, she doesn't have unlimited calls on her telephone, she doesn't make long distance calls. She doesn't have any magazine subscriptions. I imagine she may buy her child's clothes and toys at a thrift store. She does have a certain amount budgeted for bowling or a movie each month, so she isn't just cooped up in her apartment night after night.

"It is possible to save, and to improve your financial situation, if you want to bad enough, and are willing to voluntarily give some things up as this person did," Jackson summed up. "And it's certainly proof that a program like the Navy's can work." □

Lefler is assigned to NIRA Det. 4, Norfolk.

Personal finance facts

- 1 of every 10 bankruptcies filed in San Diego County are from active-duty Navy/Marine Corps Personnel.

- 85 percent of all Captains' Masts in the fleet are related to financial problems.

- 1,000 man-years were lost on the job in 1989 due to those members seeking financial assistance through Navy Relief -- enough hours to operate four frigates for a year.

- Financial problems are the number one cause of divorce.

Mine countermeasures in the Gulf

Photo by Joe Mahoney/UPI

The Navy's commitment to mine clearance is displayed as two sailors prepare a mine detection sled for the hunt.

Story and photos by JO1(SW) Joe Gawlowicz

With a projected date set for Operation *Desert Storm*'s ground campaign, the Navy had to clear a path to the beach through mine-infested waters for a possible amphibious landing and battleship gunfire support for coalition ground forces. Stress came from many sources as mine hits, missile attacks and the lightning tempo of the ground invasion all worked to grate on the nerves of the 800 men of the U.S. Mine Countermeasures Group (USMCmGru) as allied forces planned to battle enemy troops in Kuwait and Iraq.

"The old minesweeping saying is, 'They are wooden ships and iron men,' and it's very true," said LCDR Jim Pereira, a USMCmGru staff officer aboard USS *LaSalle* (AGF 3), where the staff was temporarily based at the end of *Desert Storm*. "The men have to be extremely strong to put up with the constant pressure and tension.

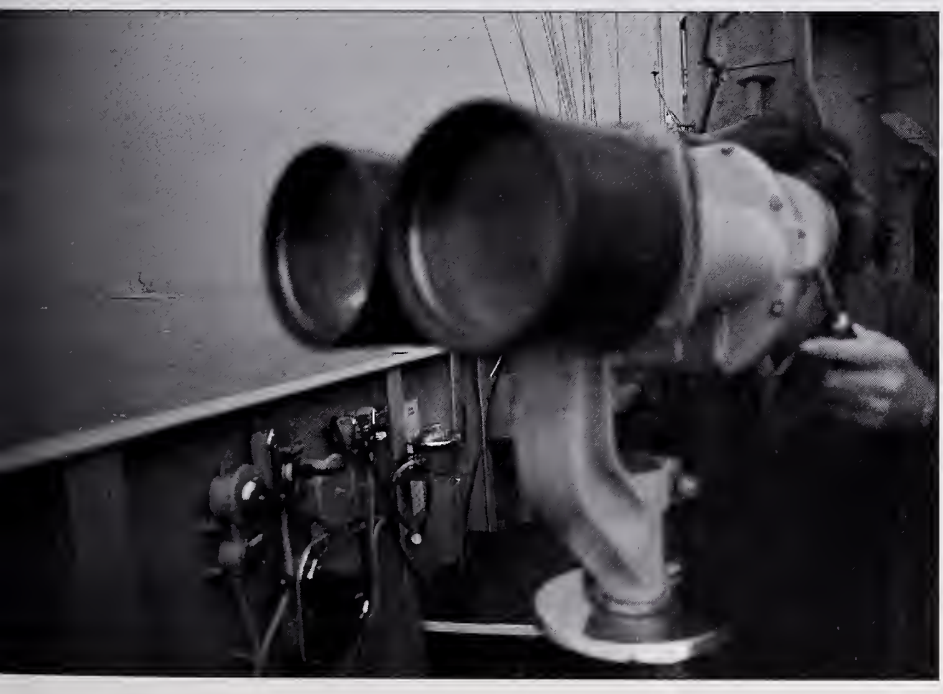
"The initial goal was to clear the way for the amphibious invasion if we were forced into a position where an amphibious invasion was necessary to support the land movement," said Pereira. Surrounded by detailed charts of the Gulf and the hectic action of USMCmGru watchstanders, Pereira spoke of one of the Navy's key roles in *Desert Storm*. "The Iraqis

would have had to concentrate their attention in a different area and take some of the pressure off the land war. There was also the objective of gunfire support against Faylaka Island.

"Eventually the goal was to get the whole amphibious battle group in there, not only to support the ground war, but to give relief to Kuwait City," Pereira added. "It wasn't thought the ground war would be so successful that they would be able to sweep into Kuwait City.

"The USMCmGru staff embarked aboard USS *Tripoli* (LPH 10) Jan. 20 and proceeded to the northern Gulf to pave the way to the beach. After months of training off the coast of the United Arab Emirates, the sailors felt ready to perform their mission."

Tripoli acted as flagship for the staff in charge of the overall operation and as a base for the group's minehunting helicopters, the six MH-53E *Sea Stallions* of Mine Helicopter Squadron 14. Four U.S. minesweepers — USS *Adroit* (MSO 509), USS *Leader* (MSO 490), USS *Impervious* (MSO 449) and the newly-commissioned mine countermeasures ship USS *Avenger* (MCM 1) — joined six British minesweepers



Above: A helo lifts off the deck of *Tripoli* signaling another round in the fight against Iraq's deadly mines. Left: Minesweeper crewmen maintain a constant vigil while searching the sea for any sign of a mine.

Right: The Navy brought more than enough equipment into theater to do the job. Helicopters dotted the sky, and filled the decks, during the mine clearing phase of the ground war. Below: Communications between ships and shipmates was the key to the successful clearing of the Persian Gulf. Opposite page: USS *Impervious* was on station, clearing a path to the beach in Kuwait. Once again, as they did three years ago, these wooden-hulled ships proved their value during the conflict in the Persian Gulf.

to form a multinational task group, with Destroyer Squadron 22 acting as gunfire support commander and surface coordinator.

The USMCmGru began their work at "Point Charlie," roughly 60 miles east of the beach — the distance they calculated could be cleared in the short time given. During minesweeping, it could take seven or eight days to clear a path 15 miles long and 1,000 yards wide.

As allied aircraft flew overhead around-the-clock to detect and discourage air threats to the group, USMCmGru spent the first weeks of the war pushing 34 miles in to "Point Foxtrot." There they cleared a holding box — 10 miles by 3.5 miles — which became the battleship gunfire support area south of Faylaka Island.

While sweeping further toward shore Feb. 18, the task group detected the emissions of fire control radar "painting" them from shore-based *Silkworm* missile sites. The group began moving back out of the area to locate the sites through triangulation and get out of range. It was during these precautionary moves that disaster struck.

Within two hours of each other, explosions rocked two ships of the task force. *Tripoli* hit a contact mine much further out than the allies had believed Iraq had laid mines. USS *Princeton* (CG 59), who was providing anti-air coverage for the group, suffered damage from a sophisticated bottom-influence mine. Seven sailors were injured in the mine strikes, four aboard *Tripoli* and three aboard *Princeton*.

"When we hit the mine, we sat right at the site, which is the natural response when you hit a mine — you anchor," Pereira said. "When you find yourself in a mine field, you're going to anchor and you're going to hold your position until you can find a safe way out.

Adroit, *Impervious*, *Leader* and *Avenger* immediately surrounded *Tripoli* and went into a mine-hunting role to provide the flagship with a safe way out. After the mine strike of *Princeton*, *Adroit* detached from the group to lead the salvage tug USS *Beaufort* (ATS 2) to *Princeton*'s position and bring her out of the area.

Although *Tripoli* was able to continue her mission, she was soon replaced by USS *New Orleans* (LPH 11) and *LaSalle*. *New Orleans* became the new helicopter mother ship and *LaSalle* acted as the mine-hunting command and control platform. *Tripoli* steamed for Bahrain to complete repairs.

Point Charlie was considered safe due to the lack of mine sightings or strikes in the area since August. It turned out that Point Charlie was inside one of six mine fields Iraq had laid in a 150-mile arc stretching from Faylaka Island to the Kuwaiti-Saudi Arabian border. This information was corroborated by the Iraqi military and charts found ashore by USMCmGru officers during searches of Iraqi emplacements.

As the minesweeping force continued its search, there were other tense moments at sea. While operating in the cleared gunfire support area at Point Foxtrot, two *Silkworm* missiles were launched from enemy sites ashore toward the task group. One fell harmlessly between USS *Missouri* (BB 63) and USS *Jarrett* (FFG 33). The second was destroyed by two *Sea Dart* missiles fired from HMS *Gloucester* (D 96).

"For the close proximity you have here, it's only a matter of a minute and a few seconds before that missile is on you," Pereira said. "That is extremely rapid reaction time for *Gloucester* to have gotten off those shots to take out that *Silkworm*."

Had the ground forces moved slower, USMCmGru assets would have been able to sweep closer to shore to create a safer area for *Missouri* and USS *Wisconsin* (BB 64). But calls were coming in for gunfire support from positions eight to 10 miles inland at places like the Kuwait International Airport and other sites where the Iraqis had to be suppressed. *Wisconsin* proceeded through unswept waters to oblige the requests during the final phase of *Desert Storm*.

Though the amphibious forces never conducted their beach assault, their presence and USMCmGru's fervent efforts kept nearly 80,000 coastal defenders' eyes toward the sea — a diversion that paid off as allied forces overpowered them from their flank.

"The knowledge that we were out there cutting a clear path into Kuwait and that they [the Iraqis] were aware of the substantial risk of an attack from the sea enabled us to provide some cover for the ground forces that would do the majority of the fighting," Pereira said of the now-famous diversion. "Being able to get the battleships into position to provide gunfire support for the Marines as they roared across the border and proceeded on up I think was a major factor in the way the war was fought."

By the time a cease-fire was reached, USMCmGru only had to clear one large area off Faylaka Island and a simple lane for support off the Kuwaiti coast. The job of reaching Kuwait's major commercial port of Ash Shuaibah — one of the original amphibious landing points — was nearly complete. By March 12, minesweepers and explosive ordnance disposal teams had cleared a path to the harbor. *LaSalle*, flagship of Commander Middle East Force, entered Ash Shuaibah with the British minesweeper HMS *Cattistock* (M 31), followed by commercial vessels carrying sorely needed fresh water and supplies for the Kuwaiti people.

But even as *LaSalle* moored to a grateful welcome by the Kuwaitis, USMCmGru assets were sweeping channels into other ports north and south of Ash Shuaibah and around Kuwait City. Complicating the sweeping operation was the huge oil slick Iraqi forces had dumped into the Gulf. Floating oil hampered minespotting efforts and complicated the mine destruction work of EOD divers. By mid-April, more than 700 mines had been neutralized by allied forces.

By their count, the Iraqis laid 1,044 mines in the northern Gulf before and during the war. But there is no way to be sure that they will all be swept, according to Pereira. The role of the military now is to clear shipping channels and open ports to commercial business as quickly as possible. But even after those channels have been certified as safe, there is no way to be certain that one or more mines have not slipped through the net, lying in wait for the unsuspecting mariner. □

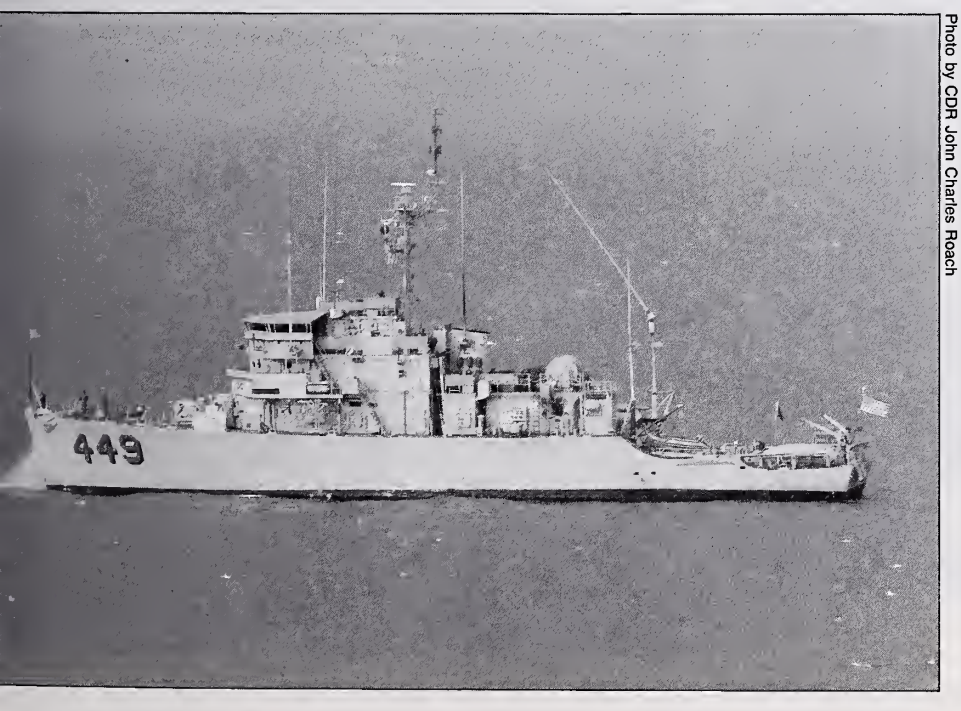


Photo by CDR John Charles Roach

Gawlowicz is assigned to the Public Affairs Center, San Diego.

Stormin' home

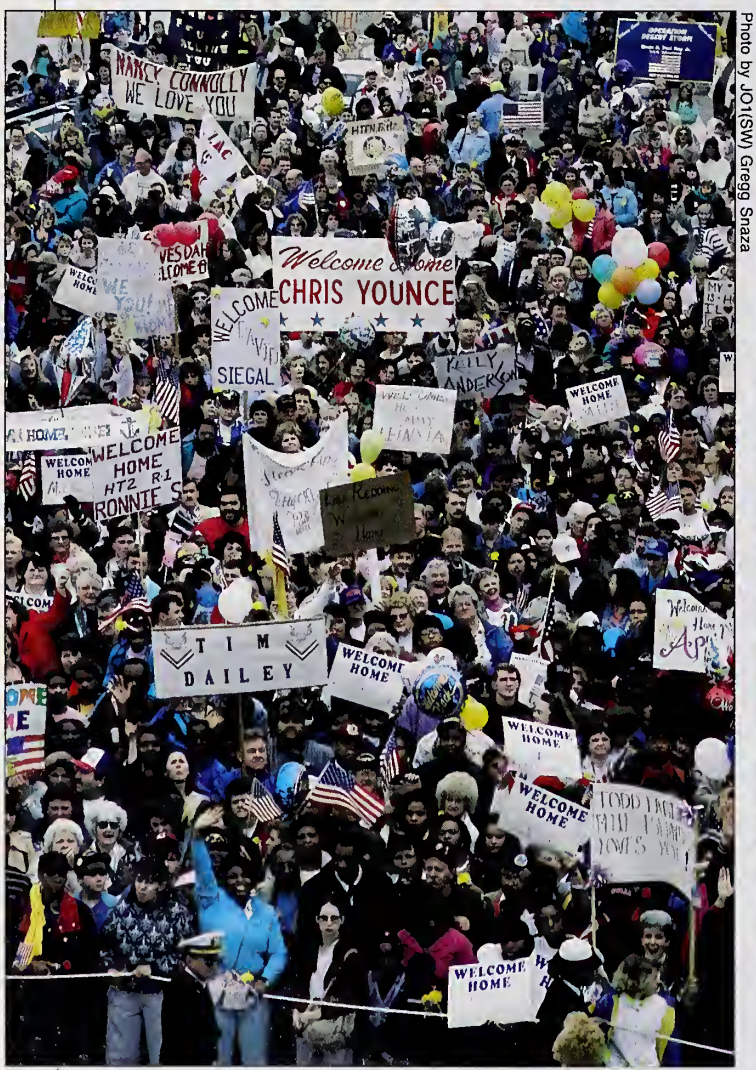


Photo by JO1(SW) Gregg Snaza

Left: Crowds of family and friends gather pierside in Norfolk to welcome their men and women home. Above: Months of anxious waiting are eased by homecoming hugs.

Photo by PH2 Mark Kettenhofen

Photo by PH2 Cheryl D. Stark

Photo by JO3 Danno Miles

Above left: USS *Inchon* (LPH 12) sailors man the rail as the ship pulls into Naval Station Norfolk. Left: ''Daddy's little girl'' melts into her father's arms. Above: A fatherly kiss and embrace greet one sailor.

Photo by Hurst

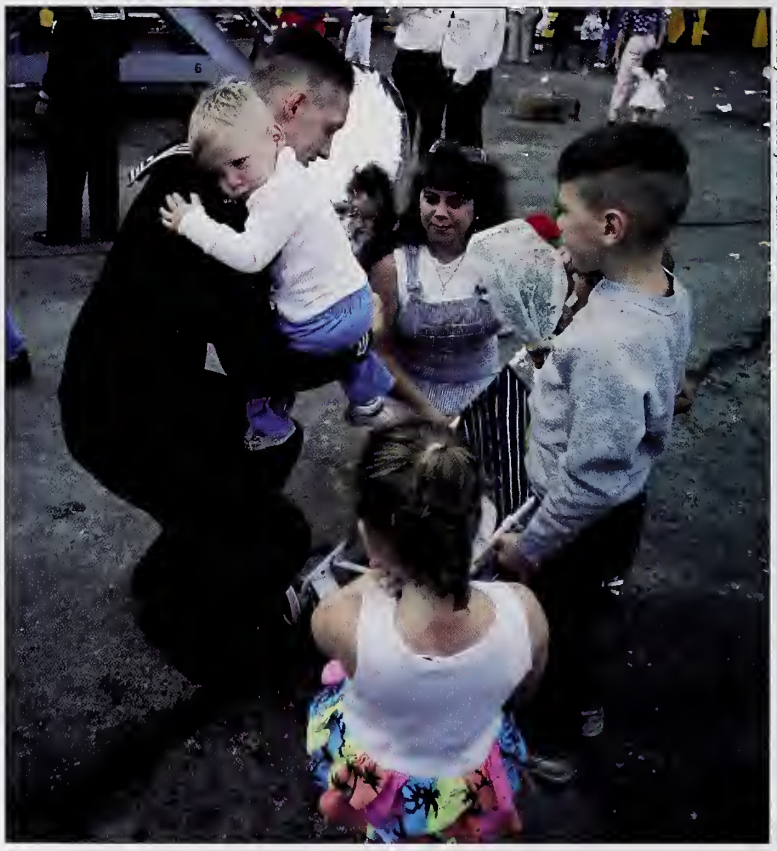
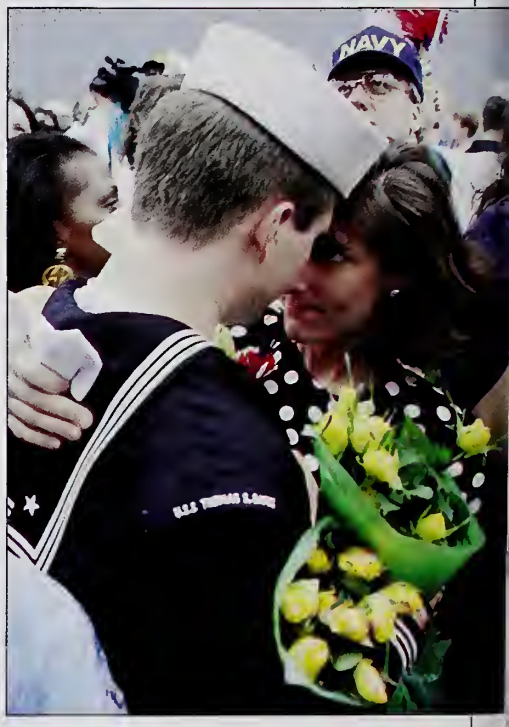


Photo by PH2 Cheryl D Stark



Top left: Waves from ashore greet an arriving ship. Top right: A long-awaited kiss welcomes a sailor arriving at Naval Air Station Oceana, Va. Bottom left: ''Daddy's home!'' Bottom right: A USS *Thomas S. Gates* (CG 51) sailor is welcomed with relief, concern and roses.

Photo by JO1(SW) Joe Gawlowicz

Hunting mines in Nil-Vis

Coalition divers clear Kuwait's harbors

Story and photos by JO1 Lee Bosco

Black smoke from hundreds of burning oil wells covers the sky above the port of Ash Shuaybah, cloaking the pier in continuous dusk. In a place that only months ago bustled with activity, now only the slow, deliberate movements of the coalition divers attempt to distinguish this place from a ghost town.

The port, nearly 30 miles south of Kuwait City, was once Kuwait's busiest industrial port. The Iraqi forces' occupation drained the life from this harbor and rendered it unusable because of the laying of hundreds of mines in the gulf and wanton destruction of pier facilities on land. Even before the cease-fire in the war, U.S. Navy, Royal British Navy and Royal Australian Navy Explosive Ordnance Disposal (EOD) diving teams were in place, working to clear a channel into the port. Creating a safe passage through which Kuwaiti freighters could begin delivering desperately-needed supplies was essential to the country's revitalization.

Photo by CWO2 Ed Bailey

The black smoke that filled the air proved a hindrance to the divers working to clear Kuwait's harbors. Despite many obstacles, the job got done.

"The hazard to shipping in the Gulf is enormous," says Master Chief Torpedoman's Mate (DV) Tom Dye. "We're clearing an entrance to the port but because the Iraqis put more than 1,000 mines in the water around this country; the Kuwaitis will be picking mines out for months."

Dye is standing in the British base camp at the end of the pier as divers from the three coalition countries plan the day's work.

"OK, the Aussies will be in from zero nine to noon."

"Right mate, by noon the sun will have broken through and it'll be warm enough for you Yanks to get wet."

"Listen Bud, I think your Australian sunshine has made you delirious. You don't know what cold is."

"Well, *Her Majesty's Royal Navy Divers* train in the cold North Sea where it's always nil-vis. Between the three teams this harbor *will* get

Right: Base camp, where divers gather to exchange tricks of the trade and the latest scuttlebutt. Below: The divers spend more time cleaning oil from their gear than they spend in the water. The oil spill created by Iraqi forces lingers on long after their army fled.

cleared."

The good-natured teasing between the forces reveals how close the teams have become in just a few days as no one takes offense at the many jokes made at each other's expense. One phrase is repeated by all the team members and to them those two words are no joke. Nil-vis — a British diving term for zero visibility — has caught on and become everyday language among the three teams.

"The smoke from the burning oil wells blocks the sun most days," explains Dye. "You combine that with a thick layer of oil from Saddam's spill on the surface, and you can't see 2 feet in any direction down below. Zero visibility makes finding mines slow and dangerous work."

At the end of the pier, solemn-faced American divers are preparing to work. The men load into a cramped rubber boat called a *Zodiac* and quickly recheck their gear. The oil floating on the surface and the gray sky are mute reminders of the difficulty of their task. During the planning stages of this mission the American divers decided to employ the *Jack-Stay* method of mine detection.

The small boat stops at a predetermined spot near the entrance of the harbor. A grid map is consulted and coordinates for the morning's dive are discussed. A line, anchored to a nonmagnetic weight, or clump, is carefully lowered over the side. The line is attached to a buoy that will become one of four markers outlining the football field-sized search area.

The crew of the *Zodiac* pays out the line as the rubber boat eases toward a point 100 yards deeper into the Gulf. Another buoy is attached and soon a diver slips silently into the black water.

"He'll swim back to the first marker, turn, and his return path will bring him over to the left by a few yards," says TM2 (DV) Mark Burlington. "We take turns in the water 'til we cover the whole grid section. It's hard, slow work, but for this job, it's the best way."

Using the line as a guide, the diver swims beneath the surface toward the marker. Limited visibility — nil-vis — hampers the diver as he tries to discern shapes and objects in the harbor's murky depths. The sighting of a possible mine or suspicious contact of any kind causes him to stop and send a marker to the surface. The extreme care with which this job has to be handled means that there can be

Photo by CWO2 Ed Bailey

Left: Mines, free-floating in the Gulf, wash up on the beach and must be disarmed. Above: An underground crawlspace became home to Iraqi soldiers during the occupation. Below: HT1 (DV) Jeff Simons (left) works with his Australian teammates during a daily training session.

any number of contacts within the 100-yard grid. Following the grid search, each contact must be inspected individually.

Three hours later the search is finished. The men are thankful that there were no contacts during this morning's operation, and the mood in the boat is jovial. Even though the Iraqis had seven months to place their destructive charges, the fact that coalition diving teams and minesweepers are disarming and clearing mines at a rapid pace raises the spirits of the team. Even the darkness of the noon sky can't diminish the divers feeling of a job well done.

This experience is unlike any other these men have faced in their lives. In addition to mines in the water, Iraqi forces have left Saddam Hussein's calling cards scattered around the vast port complex — calling cards in the form of dangerous booby-traps left by the fleeing Iraqi army. Bunkers, tugboats, vehicles, even a girl's science school just outside the pier entrance, must be carefully inspected and cleared of ordnance ranging in size from small antipersonnel devices to ship-killing missiles.

As the sun breaks through the overcast for the first time this day, a Royal British Army jeep enters the compound. An army engineer arrives to seek help in identifying a piece of electronic equipment his men found with a cache of explosives in a storage

Photo by JO1(SW) Joe Gawlowicz

bunker not far from the port facility.

A meeting is called and all available divers curiously examine the cylindrical green plastic object.

"Looks Italian made, doesn't it?"

"Looks like a flashlight without the bulb and lens."

"No, never seen the likes o' that before."

The object makes its way around the large circle of curious eyes and prying fingers until it stops under Dye's scrutiny.

"Well let's open it up and see what we've got here," he says. A 10-minute discussion follows as the group offers suggestions as to the safest way to open the device. Any item, no matter how innocent in appearance, must be dealt with gingerly. Strict procedures, followed to the letter, soon reveal four pen-light batteries as the object is pronounced safe.

"It is probably some kind of timing device, but it's harmless unless connected to a charge. Can we keep this one? I'd like to show it to some of the other guys in the unit," Dye asks the army engineer.

"Sure, we've found a crate of them," comes the reply.

The meeting breaks up, and Boatswain's Mate 2nd Class (DV) Patrick Oberley of EOD Mobile Unit 1, Det 51 goes back to cleaning his wet suit and gear in a quiet corner of the U.S. compound.

"What a mess! That's the toughest thing — the oil. It gets everywhere. Look at this," he says angrily as he points toward a black spot on his arm. "That's oil. That suit is ruined . . . the oil's soaked through. That spill Saddam caused makes the job twice as hard. Oil gets on all the gear."

The divers are disgusted. Some have taken to wearing white paper jump-suits over their wet suits for added protection, but nothing can protect the breathing apparatus they must wear in the water.

"All divers know that the day's not done 'til the gear is cleaned and stowed, but here that's a major task," he says as he pitches an oil-soaked rag into a trash can.

The arduous task has made fast friends of many of the coalition divers. Trading MREs and tricks of the trade is a nightly event as the men gather around small fires set in garbage drums for cooking and warmth.

Talk of home soon gives way to talk of finishing the job at this port and moving on to the next. They know they won't be going home until the country is able to receive food and equipment by freighter. It is a foregone conclusion that they will remain in Kuwait at least until the three major ports are cleared. They hope the next two ports won't be heavily mined. Now that the teams have gotten to know one another they expect the work to go more quickly.

"So far, in seven days, we've cleared a path into this harbor," says Dye. "A lot of that time was getting set up and becoming familiar with the way our new partners operated. Terminology, operating procedures, equipment limitations . . . working out these kinds of things is time consuming. But they must be done, after all, this is a potentially dangerous situation."

"He's right, you know," says Able Seaman Clearance Diver Gavin Stevens, a young Australian diver. "But, we're the lucky ones. We've been working with an American diver for a few years. Hull Technician 1st Class Jeff Simons has been part of some sort of Personnel Exchange Pro-

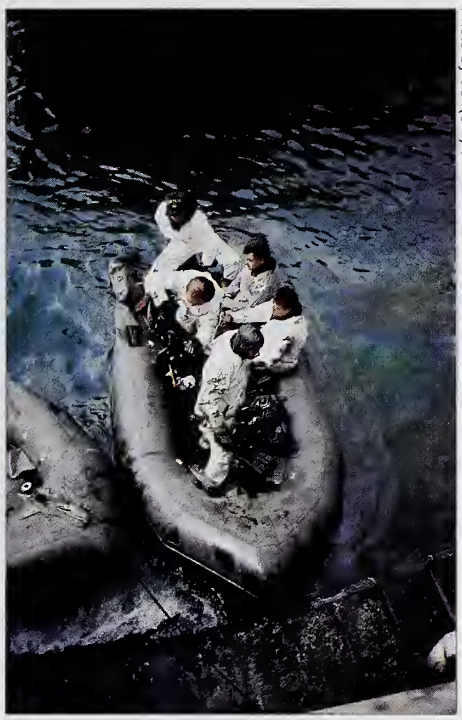


Photo by JO1(SW) Joe Gawlowicz

Opposite page: Munitions of all shapes and sizes, found by coalition forces, had to be documented and shipped out. Above: *LaSalle* at the pier — real evidence of a job well done. Below: Divers head out again into another mined port.

gram and been on loan to us, so we've got a good idea of how the Americans work ordnance disposal. Obviously, we have a long history with the British, so working together hasn't been that difficult for us."

Aside from an occasional explosion, these men don't often get to see a tangible result of their work. Once they clear an area they can only tell they were successful if nothing happens. How do you calculate the number of lives spared and ships saved because they *didn't* strike a mine?

The coalition divers have disposed of more than 20 mines around this port and expect to neutralize many more before they leave Kuwait. They felt it was important that USS *LaSalle* (AGF 3) was the first ship to pull into Kuwait since the invasion last August.

And under the dark clouds of oil smoke the international media witnessed *LaSalle* leading the first Kuwaiti freighter into port. Burlington spoke about the pride the divers took in the event and recognized the importance of their mission.

"The United States took the lead in getting Iraq out of Kuwait and enforcing the blockade so no other ships could pull into this country to resupply the Iraqi forces," according to Burlington. "So, it's only right that the first ship to dock here be a U.S. Navy ship.

"Now, we just need to clear the other two harbors and, hopefully, go home."

As dignitaries and high-ranking officers of many nations go aboard *LaSalle* for a press conference, EOD divers from three different nations can be seen carefully stowing their gear for transport to the next site. During the press conference they are told how grateful the Kuwaiti people are for the diver's work to breath life back into this ghost town.

Stevens, the Australian, providing water-borne security in a *Zodiac*, looks back over his shoulder at the sun as it begins to knife through the man-made overcast sky and sums up the feeling of the day.

"Well, the sun is breakin' through. That's a good sign, I just hope it shines on the next port.

"I've got to dive this afternoon...."□

Bosco is a staff writer for All Hands.

A M*A*S*H for ships

Battle damage repair during the Gulf War

Story by JO1 Lee Bosco

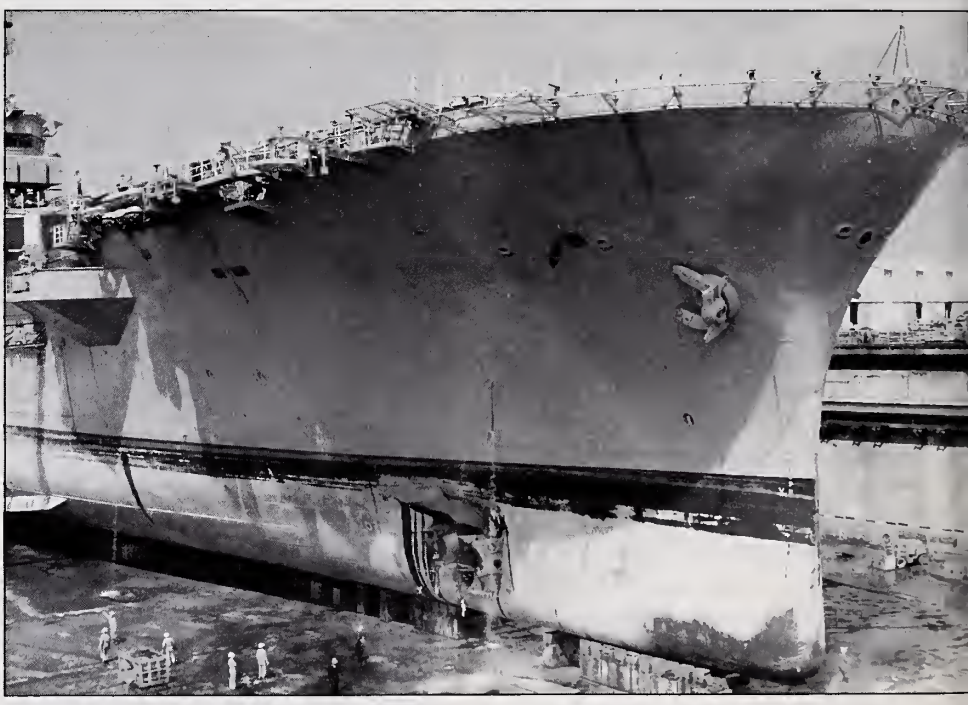
The images of thousands of Iraqi soldiers surrendering and accepting food from benevolent captors are misleading. The relative ease with which coalition forces gained air superiority and swept through the world's fourth largest army belies the fact that the enemy possessed the ability to strike Navy ships long after ground troops had turned-tail or given up.

In the jubilation following the war, it's easy to forget that Saddam Hussein had assembled a large and dangerous force before his invasion of Kuwait — a force that, while not equipped with the most sophisticated, high-tech weaponry, possessed deadly armaments capable of taking lives and killing ships.

For confirmation of that fact just ask any sailor who served aboard USS *Tripoli* (LPH 10) or USS *Princeton* (CG 59) during the war. Better yet, ask a member of the Battle Damage Repair Team (BDRT) sent to those ships in their hour of need.

"As the war began to heat up and the deadline came and went, we knew what we were up against," said LCDR Dave Wright, production officer aboard the repair ship USS *Jason* (AR 8). "Navy minesweeping operations had commenced, and our thinking was if a ship was going to get hurt it would be from a mine. Sure enough, we got two within hours of each other."

On the night of Feb. 18, *Tripoli* and *Princeton* each struck mines while on station in the Gulf. *Tripoli* was supporting the minesweeping effort with an embarked helicopter minesweeping countermeasures squadron, and *Princeton* was on patrol in support of



***Tripoli*, in drydock at Bahrain, is inspected by shipyard workers and crew members before repairs begin.**

the Navy's wooden-hulled minesweeping ships.

It is true that the six months between the invasion and President Bush's deadline gave Saddam time to mine the Gulf and prepare his defenses, but it also gave Navy planners time to build a battle damage repair plan. By developing contingencies for a missile or mine strike, the Navy was ready to spring into action to save a stricken vessel and her crew.

CAPT William Sheppard, in charge of the ship repair unit based in Bahrain for the war, explained that, "sailors are not out there alone when their ships are injured.

"This is a scenario that repair and salvage ships have trained for, but it hasn't actually been put to the test since World War II. How do you repair a battle-damaged ship in a far-forward-deployed area?," Sheppard asked. "The key is organization.

"For instance, within 30 minutes of the strike on *Tripoli* a Battle Damage Assessment Team (BDAT) was leaving *Jason* by helicopter."

Photo by PH2 Gloria Barry

Top: Despite a 25-foot hole, *Tripoli* remained on station and continued her mission. Above: Concern for the stricken *Princeton* is etched on the face of a *Jason* crew member.

The assessment team's job is to survey the damage and decide, along with the ship's CO, the best course of action to save the ship.

"Remember, a ship that's hit a mine has taken a tremendous blow," he continued. "The crew is still in shock from the blast, and they're fighting flooding and fire to keep her afloat. They may not be the best people to assess the damage."

Chief Machinery Repairman (SW) James Antoine was part of the BDAT that reached *Tripoli* within two hours of the explosion. "The damage control team on that ship really performed. They had things under control when we arrived ... flooding, shoring, pumping ... they were some tired men, but they ran full out at the problem, and they overcame it."

Tripoli's CO was on the 1MC preparing the crew for a possible mine strike, reminding them of their training and abilities, when the ship hit a contact mine.

"We did well because we were organized and had forethought," said Damage Controlman 1st Class (SW) Don Ingram, a member of *Tripoli*'s damage control team. "We knew if we hit a contact mine it would most likely be forward where the ship begins to take shape. So, we pre-positioned shoring in those areas. That saved time because needed material was on site, ready to go."

Ingram was the first man on scene

Photo by PH2 Gloria Barry

at the damaged area. "I was worried about fire and smoke making the job more difficult. The mine hit right at the forward paint locker, but the water rushing in prevented fire. The blast still put paint everywhere."

The BDAT was a welcome sight to weary crewmen who were fighting to control a life-threatening situation.

"Yeah, you could say they're happy to see us. I guess they know we're there to help them," said Antoine. "But they're really happy to see that salvage ship pull up beside them."

The salvage ship USS *Beaufort* (ATS 2) zig-zagged through the mine field to aid *Tripoli* as her divers prepared the cameras they would use to photograph the hole in *Tripoli*'s hull.

"*Tripoli*, because of her size and crew, was in good shape when we got to her," said LTJG Brian Neill who was officer of the deck aboard *Beaufort* when word came of the *Tripoli* strike. "The ship was able to stay on station and continue hunting mines."

Helicopters arrived shortly bringing the BDRT from *Jason*. The team, loaded down with shoring and vital equipment needed to fight flooding and damage, pitched in to assist the ship's crew. Divers from *Beaufort* and *Tripoli*'s embarked diving team, photographed the fissure in the ship's hull. The photos revealed a 25-foot hole and "spider-cracks" snaking out from the hole. The ends of those cracks would have to be drilled to prevent further cracking, but the mood of *Beaufort*'s crew was good because the damage was under control.

The relief *Beaufort* crewmen felt for *Tripoli* was short-lived because of another, more severe mine strike. While escorting *Tripoli*, *Beaufort* received word that the *Aegis*-cruiser

Photo by PH2 Gloria Barry

Battle damage repair — the destructive force generated by Iraq's mines provides a challenge to the men and women who labor to repair injured ships. Both *Tripoli* and *Princeton* will return to the fleet to fight again.

Photo by JO1 Lee Bosco

Photo by JO1 Lee Bosco

Princeton had been struck. The BDAT scrambled to reach the stricken ship — the victim of an Iraqi influence mine. These devices lurk beneath the surface and explode when a ship passes above. They are intended to deliver a debilitating blow, preferably amid-ships.

The blast lifted *Princeton* out of the water, causing serious structural damage. The destruction was so extensive that the crew was literally in a fight for the ship's life. The danger was multiplied by the fact that *Princeton* was dead in the water, anchored in a minefield.

The assessment team arrived while the crew was still struggling to control the flooding. "*Princeton* was taking on water — three decks were flooded. The assessment team determined that the ship could be saved but would not withstand another mine hit aft of frame 31," said Sheppard.

The ship had lost 80 percent of her strength. The CO and the team decided that getting the ship out of the minefield was critical. *Beaufort* was called in to tow the disabled vessel.

With a minesweeper leading the way, *Beaufort* towed *Princeton* through the treacherous waters. Crewmen said they watched mines pass within five yards of either side of the ship.

One of *Beaufort*'s divers, Master Chief Boatswain's Mate (DV) Michael Kracht, described his feelings on that trip. "It was dark, so that made spotting mines more difficult. I swear to God, I was thinking 'we're gonna hit one, and that'll be it.'"

Princeton was towed to safety and, under her own power, steamed into port for repairs.

"The performance of the assessment and repair teams sent to those ships was outstanding," said Sheppard. "Their mission in life is much like a MASH (Mobile Army Surgical Hospital) doctor's. Ship triage — determine damage; can the ship continue its mission; or is it a combat kill — these are the decisions they are faced with, and they must be made quickly and thoughtfully. The repair team, made up of designated crew members of the closest repair ship, assisted the crew — giving relief — during a traumatic time. They certainly proved themselves."

Battle damage repair isn't a new concept. The idea that sailors have to be able to carry on with the ship's mission, even after sustaining damage, has been around since men first went to sea in ships.

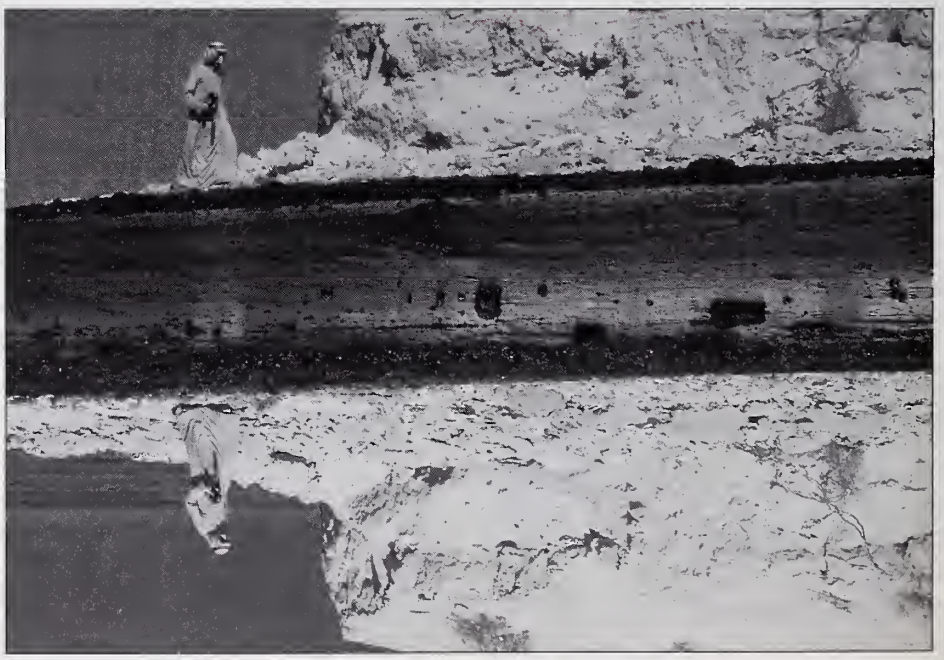
"Advances in technology are a double-edged sword," said Sheppard. "We have devised better, faster ways of repairing ships . . . on the other hand, weapons makers have come up with extremely destructive weapons. In the event of future conflicts, crewmen should know if their ship is hit, help is on the way. No sailor needs to feel alone in the fight to save a Navy ship." □

Bosco is a staff writer for All Hands.

Cleaning oil spills

Navy-Coast Guard team fight an environmental hazard

Story by JO1 Chris Price, photos by PA1 Chuck Kalnbach



Above: The oil spill in the Persian Gulf is the worst environmental disaster on record.

Oil spills do happen — be it accidentally or intentionally. Until the early 1970s, it was customary for ships and waterfront facilities to discharge oils — motor oils, diesel fuels, fish and vegetable oils into U.S. waters every day.

But the environmental movement of the early 1970s changed how Americans viewed their relationship with the environment. In response to the increased nationwide awareness, Naval Sea Systems Command began a program to design and procure an inventory of oil spill response equipment, intended to be maintained in a ready-for-issue condition for "Navy oil spills" anywhere in the world. But because of sound spill prevention measures, Navy oil spills are not very common.

Navy equipment is maintained by the Navy Supervisor of Salvage (NavSup Salv), and is considered a national asset — probably the largest source of salvage and water-pollution equipment in the free world (Williamsburg, Va., and Stockton, Calif., are cities with the largest supply of equipment). The Navy conducts biannual oil spill response exercises at Navy-occupied ports.

Although the U.S. government relies heavily on commercial contractors to clean major oil spills in U.S. waters, the Coast Guard, in particular, plays a vital role in protecting coastlines. Two Coast Guard strike teams are world-renowned in their ability to remove oil and hazardous substances from the environment.

The strike teams have specialized equipment and training and are on call to respond to any nationwide spill, like the 1989 Exxon *Valdez* oil spill in Prince William Sound, Alaska. The tanker *Valdez* spilled more than 10 million gallons of

Photo courtesy of USCG

Left: Large tanker, TS *Alvenus* spills oil off the coast of Louisiana, while two considerably smaller skimmers clean the water. Below: Oil-covered wildlife is one of the great tragedies of the Persian Gulf oil spill.

Alaskan crude oil into the state's pristine waters, making it the worst spill in U.S. history.

The Coast Guard and Navy are jointly involved in national oil spill response efforts and, at the request of the President or the State Department, can be sent to all parts of the world to provide technical assessment in support of environmental protection.

The Coast Guard often requests the Navy's top-notch equipment to clean spills in U.S. waters. In fact, NavSupSalv was credited with collecting one-half of the Exxon *Valdez* oil spill, more than 5 million gallons using 720 tons of Navy equipment. In 1989, the Navy assisted in three non-Navy related spills.

As of today, the Persian Gulf oil spill is the largest spill on record, according to Coast Guard sources. The Coast Guard has representatives in the Gulf region assessing response techniques and providing technical assistance to the Saudi Arabian government. Daily flights by Coast Guard *Aireye* aircraft equipped with special electronic sensors, give periodic updates of the slick. The data collected are being used by the Saudi government to develop response strategies.

Authority for the U.S. Coast Guard to respond to oil and hazardous substance spills, and to commission the Navy's help, is contained in two laws: the Federal Water Pollution Control Act (FWPCA); and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

The FWPCA prohibits all discharges of oil and approximately 290 other chemicals into the ocean. CERCLA establishes limits on the amounts of hazardous substances that shoreline facilities are permitted to discharge into U.S. waters on a daily basis.

"It's only on rare occasions that the Environmental Protection Agency will allow researchers to intentionally discharge oil to evaluate new response equipment and techniques," said U.S. Coast Guard CDR Doug Lentsch, chief of pollution response branch, Washington, D.C.

Through an international agreement, ships are allowed to discharge some oil beyond the 12 mile territorial limit of the United States. There are specific limits on the amounts of oil that may be discharged — but absolutely no oils can be discharged inside of 12 miles. If a discharge occurs, the ship must report it to the Coast Guard's National Response Center (NRC).

The amounts of oils and chemicals allowed to be discharged into the oceans are very low — limiting damage to the environment. If a ship or shoreline facility exceeds the allowable quantities, the owner, operator or person in charge of the vessel or facility must report it.

"If a ship's owner fails to report the discharge, he or she could receive a fine of up to $25,000; a five-year jail sentence; or both," Lentsch said. After the report is made, the NRC then notifies the appropriate agencies and units which have responsibility to ensure that the removal effort is made.

The NRC handles more than oil and chemical spill reports. They also

A Coast Guard clean-up crewman removes an oil spill victim from the Persian Gulf.

receive reports of air bag use in passenger vehicles, school bus accidents, and other non-pollution related topics. The NRC works in conjunction with three organizations that comprise the National Response System. These include:

The National Response Team which cuts "red tape" and traditional hurdles in order to develop response policy, and facilitates a response effort. These individuals don't travel to the scene of the spill, although their name implies otherwise.

The Regional Response Team divides the country into 10 sections, and are "red tape" cutters at the regional level.

Finally, the Coast Guard's 48 on-scene coordinators or captain's-of-the-port are in charge of the response effort ensuring that all pollutants are removed from the environment as quickly and efficiently as possible. They coordinate the response effort with junior officers and petty officers who oversee civilian contractors hired to remove pollutants.

There are many ways to remove oil from water; some are more efficient than others. Techniques range from physical removal by shovels and rakes — to mechanized methods such as specially designed vessels that are capable of skimming oil off the surface of the water.

Some skimmers have belts or "hairy-type" ropes to which the oil adheres. The oil is eventually scraped off or wrung out into containment areas. The principal skimmer used by the Navy in the Exxon *Valdez* operation was the Marco Class V oil recovery vessel, an aluminum-hulled, 36-foot-long boat. As the Marco Class V advances through the water, floating oil is intercepted by the leading belt assembly fitted to the skimmer's hull. Navy skimmers in Alaska worked 16 to 18 hours a day, and performed with near-perfect reliability in the almost 3,000 skimmer-operating hours. Navy skimmers are capable of removing 100 gallons of oil from the water — per minute.

"Skimmers are more efficient for most oils [removal], but heavy emulsions called 'mousse' can sometimes clog skimmers," Lentsch said. "When this happens, physical labor is the primary alternative."

Another method of removing oil is with bacteria. "Technology has developed an oil-eating bacteria that enhances the natural breakdown of oils," Lentsch said. In bioremediation, bacteria are applied to an oil slick, and the oil is digested by the bacteria or "bugs." The bacteria breaks oil down into its basic constituents (fatty acids), which are released into the environment.

Dispersants break down oil just like dishwashing detergents. Oil dissipates through water columns and converts into fine droplets which are attacked by naturally occurring organisms. "All the oil doesn't disappear," said Lentsch, "you just can't see it anymore."

Another method is to leave the oil spill alone.

"Sometimes, Mother Nature is much better at taking care of herself than man is," Lentsch said. "For instance, gasoline spills — a real volatile product — normally are left alone. They're not contained."

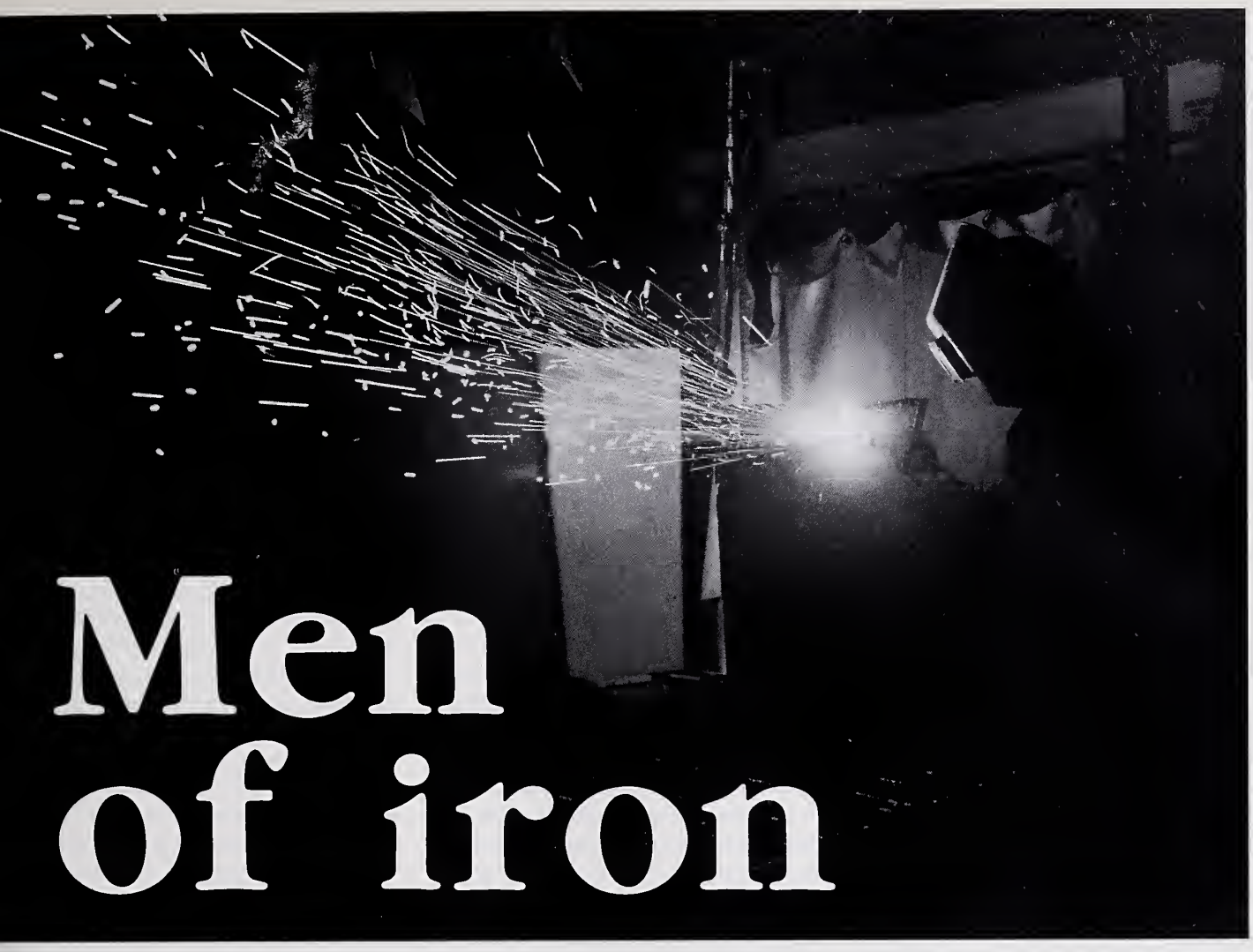
Lentsch said that corralling gasoline spills only leads to hazardous vapors hovering over an area — needing only a spark from an ignition source such as an outboard motor to cause a fiery blaze. This could result in more damage to personnel and property than the spill itself does to the environment.

"A relatively new approach to removing oil is called 'in-situ burning,'" said Lentsch. In-situ burning is the process of separating parts of an oil slick from the major spill by using fire-retardant containment booms and then setting the oil on fire. This is a fairly quick process, but local air quality may be affected.

According to Lentsch, the black smoke currently covering the Persian Gulf region is larger than any cloud that would be generated by in-situ burning.

While several cleanup options are available to Coast Guard on-scene coordinators, many factors must be considered before an appropriate plan-of-action can be carried out. They must thoroughly look at their areas of responsibility and decide which cleanup technique offers the best opportunity to minimize damage to the environment — and then act on those decisions. □

Price is a staff writer for All Hands.



Men of iron

Fulton's *hull technicians forge a golden era*

Story by LT Kevin D. Hurst, photos by PH2 Mario P. Romera

Hull maintenance technicians have always boasted a tradition of hard work and excellence. Nowhere is that more evident than aboard USS *Fulton* (AS 11), where they have worked in the same shops with some of the same equipment for 50 years.

The history of the hull maintenance technician rating can be traced back to the development of the modern steel ship. Before the Civil War, naval warfare consisted of wooden ships and "iron men." The battle of the ironclads USS *Monitor* and *Merrimack* [which became the ironclad CSS *Virginia*] in 1862, however, demonstrated the superiority of armored hulls. The United States did not build steel ships until the late 1880s, but an ambitious naval construction program under President Theodore Roosevelt culminated in an impressive world cruise of the "Great White Fleet" from 1906 to 1909.

Recognizing that the new battleships and cruisers needed sailors trained to repair steel hulls and structures, the Navy Department established the shipfitters rating in 1902. Most men learned the skill as a shipboard apprentice because formal schools beyond recruit training were rare. The Navy expanded the specialty to include metalsmiths and pipefitters in the 1940s, later adding the damage controlman (DC) rating. In 1970, all of these specialties were combined into the hull maintenance technician (HT) rating. The rating split again in 1987 with the revival of the DC rating.

Today, *Fulton* — which has tended more submarines than any other Navy ship — maintains her pipe shop, sheet metal shop and shipfitters shop much as they were when she was commissioned in September 1941. But instead of diesel submarines, *Fulton*'s HTs now work on nuclear-powered, fast-attack submarines.

However, unlike the diesel fleet submarines that she was originally designed to repair, *Fulton* has not become obsolete but has smoothly transitioned to repairing modern nuclear submarines. "The reason for this is the technical training and capabilities

of the crew," said CAPT Mark C. Haley, *Fulton*'s commanding officer.

"The equipment is ancient," said HT1 David Christian, sheet metal shop supervisor. "But the guys in the shop make the jobs come to life. The more difficult the job, the prouder they are to finish it."

That pride is part of a tradition dating back to World War II, when *Fulton* tended allied vessels in Australia, New Guinea and Pearl Harbor. Her sailors often worked around the clock to repair battle damage on desperately needed ships.

"We used very ingenious methods to fix all kinds of ships — not just submarines — to get them back into the action," recalls retired HTCM Charles E. Meyer, who worked in *Fulton*'s pipe shop during the war. "An LST [tank landing ship] came in with literally hundreds of shrapnel holes. We had that thing back to sea in a few days."

Meyer described the spirit that characterized his shop during the war. "It was a great honor to be assigned to a tough job because your skills were recognized by your supervisors and shipmates alike," he explained.

Fulton was mothballed in 1947, only to be reactivated four years later in New London, Conn., where she has been homeported ever since. *Fulton* became the first ship to tend a nuclear submarine, when USS *Nautilus* (SSN 571) was assigned to her care in 1958. Since then, *Fulton*'s hull repairmen have fixed submarines of all types, including the new *Los Angeles*-class attack submarines. While much of the equipment has been modernized, the attitude of hard work has not changed.

"HTs like to take on a challenge and do it," said HTC Richard Monyahan, leading chief petty officer of *Fulton*'s hull repair division's shipfitters shop. "They will volunteer extra hours to do a job when they know they're the only ones who have the expertise to do it."

In HT "A" school, sailors learn damage control, metalworking, pipefitting and welding. Unlike combatant ships, which may have only four HTs assigned, the large number of HTs on repair ships (75 aboard *Fulton*) permits them to develop a specialty and a Navy Enlisted Classification Code in a particular shop. But when one shop is overloaded, the entire division pulls together to help.

"An HT is a jack-of-all-trades. The sum total knowledge could be a computer program which takes a problem and tells you exactly how to fix it, including what tools and which technique to use," explained Monyahan.

A plaque marking the fourth straight Material Management/Quality Assurance Inspection that found "zero defects" in a test weld hangs on the bulkhead behind Monyahan.

"The best thing about being an HT is that you can make anything you want out of a flat plate of metal," he said.

"I like volunteering for the big jobs," said HT2 Chris Pedersen. "When you make something and years later it's still there, you can say, 'I did that.'"

Submarine repair makes up the bulk of the hull repair workload, but the division also supports upkeep on *Fulton* itself. Recently the pipe shop installed new temperature regulating valves and 400 feet of coolant piping on her six main propulsion diesel engines.

A typical repair job requires close teamwork between all five shops, which include the sheet metal, shipfitter, pipefitter, weld and lagging shops.

For example, to replace a section of corroded steam piping, the lagging shop must first remove insulation from the pipe, which sometimes involves asbestos removal. The sheet metal shop removes the "flashing" [sheet metal covers], and the shipfitters remove interfering brackets, supports and deck plates to permit access to the bad piping.

The pipe shop then cuts out the bad section of pipe and constructs "targets" to match the pipe ends, ensuring the new pipe section will fit precisely into place on the submarine.

Left to right: HT3 Merrit McCray, HT3 Troy Maness and HT3 Brian Peck of lagging shop 57A conduct an asbestos rip out using a glove bag and protective suits.

This method allows complex welding and brazing to be performed in the shop rather than in a tight spot on the submarine. The pipe shop cuts and bends the new pipe.

The weld shop then prepares the joint on the submarine and commences a "butt weld," which is built up in several stages. When the welding is complete, the shipfitters replace the interference that had been removed, and the sheet metal shop replaces the flashing. Then, the lag shop installs new insulation on the piping.

The overall process has changed little in half a century. The relatively new Quality Assurance (QA) program, however, has added a new dimension to the routine.

"There have been phenomenal changes in the last five years," said HT1 Christopher Rooney, supervisor of the nuclear weld shop. "The stringency in material controls, QA procedures and cleanliness standards has just blossomed."

According to *Fulton*'s QA standards, a trained inspector must check every step of the job to ensure that it meets required standards. *Fulton*'s Non-Destructive Testing Lab tests welds and brazed joints using visual, ultrasound, radiographic and dye penetrant methods. The whole program strives to ensure each job is completed without defect.

Fulton's weld shop, which had been most affected by these and other technological developments, has nevertheless built an excellent reputation in its own right.

"This shop has set standards that no other IMA [Intermediate Maintenance Activity] has accomplished," said Rooney. "We replaced three major reactor pressurizer system valves without rework. Each job saved the Navy $500,000 compared with having a shipyard do it."

Nuclear welders, the most highly specialized HTs, report to their first ship after 10 months of advanced training. Even then, said Rooney, "it usually takes 18 to 24 months of on-the-job training for someone to become an independent worker."

Modern technology has changed other routines. Computers maximize the efficiency of work on the deckplate level. As a job progresses from shop to shop, supervisors refer to a computerized listing to track progress and man-hours expended on particular jobs. Office computers effortlessly generate much of the required paperwork.

But the hard work of welding, cutting and bending metal sheets up to three-inches thick never changes. Supervisors still mandate "shift work" for important jobs. The pounding of the heavy shearer, the shrill grating of the pipe cutter and the pops and hisses of the welding machines sound just the same as in years gone by.

"If it's made of metal, we can fix it," said Pedersen, summing up the hull maintenance technician attitude that has persisted throughout *Fulton*'s half-century career. □

Hurst is the assistant public affairs officer, USS Fulton *(AS 11).*

Left: HT2 Samuel Watterson in foreground and HT2 Robert Armstrong of shipfitters shop 11A form an aluminum plate to shape using a 300 ton hydraulic brake press. Above: HT2 Greg A. Adkins of nuclear weld shop 26B welds a TA1 nuclear canopy seal qualification using tungsten inert gas welding equipment.

Slightly More Brightly

Spotlight on excellence

Humor added to ship's POD

Story by ENS J.A. Felty

The Plan of the Day (POD) is usually read aloud at quarters or posted conspicuously to insure that all hands are aware of it's content. But aboard USS *Inchon* (LPH 12), that step is not necessary. Everybody wants a POD.

Not that *Inchon*'s POD is more informative or better than other commands' POD — it contains a cartoon strip that crew members say "starts their day off with a laugh."

Inchon's cartoon strip titled, "Slightly More Brightly" — a takeoff of the ship's motto, "Never More Brightly" — was created by Seaman Greg Hervey, a native of Austin, Texas, who holds a bachelor of arts degree in graphic design from the University of Texas. Hervey joined the *Inchon* crew in November 1990.

"It feels good when somebody comes up to me and says, 'That's the way it really is,'" said Hervey, whose droopy-eyed, melancholy characters bring his thoughts and humor to the POD. "They tell me I've made my point in a funny and thought-provoking way."

Hervey realized in high school that he wanted to draw and write storyboards for Walt Disney's Studios. People have said that his work resembles Disney's and Berkeley Breathed's "Bloom County/Outland" in style.

A free thinker, Hervey enjoys creating the POD cartoon with encouragement and free rein from the command. "I come up with my ideas from what I witness, or [from] suggestions from other crew members," said Hervey.

According to *Inchon* Executive Officer CDR Rick DeJaegher, "Hervey is a talented, responsible cartoonist who knows how to make a statement without exceeding his limitations on sensitive issues.

"In the military we have a tendency to take ourselves too seriously," DeJaegher said. "I think it's important that aboard *Inchon*, we maintain an atmosphere that allows us to poke

U.S. Navy photo

SN Greg Hervey

fun at ourselves. Since I'm responsible for the POD, 'Slightly More Brightly' also allows me an avenue through SN Hervey to say, 'Hey, lighten up.'

"The strip has been good for the command," DeJaegher added. "It helps relieve tension, gets people to pick up the POD and lets the crew know that the captain and I are not humorless ogres."

"It starts my day off with a laugh and makes the morning less stressful," said Mess Management Specialist Seaman Chad Byrd.

Aviation Ordnanceman 1st Class Timon McGee said, "I like them — they improve morale." Machinery Repairman 1st Class (DV/SW) Scott Dirkson added, "The cartoons bring unity to the crew. And now everybody is picking up the POD."

Hervey has made his mark on *Inchon* and reached his immediate goal of making people laugh and think through his characters. Seaman Apprentice Eric Carrill said it best: "The cartoons bring humor to the realities on board ship." □

Felty is the public affairs officer, USS Inchon *(LPH 12).*

Bearings

JFK's basketball team wins shootout with Turkey

In basketball, "traveling" can mean one of two things: the first is when a player takes an extra step to get past his defender; the second is when the whole team hits the road to meet an opponent. When a team travels more than 6,400 miles to find an opponent, that makes one heck of a road trip.

That's exactly what the "Runnin' Rebels" of USS *John F. Kennedy* (CV 67) did when they traveled overseas to play Antalya College in Antalya, Turkey. The game started off decidedly in Antalya's favor as they came out running and gunning, but the Rebels came back, thanks to a late surge near the end of the first half, to lead at halftime 63-54.

The Rebels head coach, Aviation Structural Mechanic (Hydraulics) 2nd Class Larry Williams, noted that his team had some initial problems adjusting to the home team's international rules, but eventually benefited by them. After the whistle blows, players don't have to wait for the referee to hand them the ball. "On several occasions that enabled our opponents to get back defensively," Williams explained. "It was good though, because most of the guys on the team like to run, so the fast pace played right into our hands. Once the second half started, I think they realized Antalya was for real and came out playing better both offensively and defensively. By increasing our passing and utilizing our speed, we out-ran them."

Damage Controlman 3rd Class Richard Bledsoe, who led the Rebels in scoring with 19 points and eight rebounds, praised the Antalya College squad's spirit and shooting ability. "The guys we played were a little bit shorter than we were, but what they lacked in size they made up in hustle and three-point shooting," said Bledsoe.

One Turkish player really impressed Williams with his overall play, scoring 30 points, handing off 11 assists and grabbing 10 rebounds. "Adison Milik — the little guy had an awesome outside jumper," Williams said. "He was taking jumpers outside and taking it inside to the big men. The guy played with an unconscious attitude."

Although the game ended in a lopsided victory for *Kennedy*'s crew, 116-82, it was played in a gesture of good will. Still, there was no doubt the Rebels and Antalya played for something more than just a stroke in the win column.

"The United States invented the game of basketball," Bledsoe said with pride, "and we were playing against a different country. We went out to show them how it's done." ■

—Story by JO3 Alan D. Day assigned to the public affairs office, USS John F. Kennedy *(CV 67).*

New Navy Lodge provides home in New York City

Overlooking the waters of New York Bay is one of the newest Navy Lodges, built to provide convenient, low-cost, temporary lodging for sailors and their families in the New York metropolitan area.

The new lodge, located aboard the Navy's new Staten Island homeport, is available to active-duty military, reservists, retirees and their family members and other patrons eligible to use the facilities while on orders or when vacationing in New York. At $45 a night, the lodge provides accommodations for up to five family members, the convenience of being located near Manhattan, free parking and easy access to public transportation.

The new Staten Island lodge has 50 units, daily maid service, a minimart, vending services, guest laundromat facilities and a children's play area. Each room features two extra-long beds, cable television, telephone service, a dining area and a fully-equipped kitchenette with a microwave, refrigerator and coffee pot.

Navy families needing reservations for the Staten Island Navy Lodge, or for any of the other 43 Navy Lodges worldwide, may call toll free at 1-800-NAVY-INN (1-800-628-9466). From overseas, call Autovon 624-1103. Reservations can be made 24-hours-a-day, seven days a week.

Navy Lodges are dedicated to providing clean, comfortable and affordable lodging to Navy and other military personnel, whether they are relocating, on temporary duty or traveling on leave. Families making a permanent change of station move may phone in reservations at any time, since early planning may help ease their move. All other active-duty personnel may make reservations a maximum of 60 days in advance of their stay, other authorized customers may call as early as 30 days in advance. ■

—Story by Lois Giovacchini, Navy Resale and Services Support Office, Naval Station New York.

Bearings

Doubly qualified naval officer performs dual careers

For Marshall Colt, the qualifications of an officer and a gentleman serve him well in two careers. When he's not wearing the uniform of a Naval Reserve commander, he's a professional actor in front of Hollywood studio cameras.

Once a month for 12 years, Colt has left the bright lights behind him and driven 400 miles to the San Francisco Bay area where he now serves as commanding officer of Training Command, Pacific 120 at the Naval and Marine Corps Reserve Center in San Jose, Calif.

As a naval officer, Colt served in combat with the Marine Corps in Vietnam. At sea, he was fleet navigator aboard USS *Blue Ridge* (LCC 19) and executive officer of USS *Defiance* (PG 95).

Colt moved to Southern California in 1977, shortly after performing his first stage play in Berkeley and started acting in commercials and weekly TV episodes such as "The Streets of San Francisco" and "Barnaby Jones."

"Actually, I turned down a lot of work for a while there," Colt admitted, "because there was a lot of pressure for me to do 'sitcoms' (situation comedies) and I didn't want to do that."

As an actor, Colt has actively sought meaningful roles based on his military career and personal convictions. In one television film, he co-starred with Eric Roberts in "To Heal a Nation," an account of building the Vietnam Veterans Memorial.

Colt also co-starred in other television films, including "Mercy or Murder," "Guilty of Innocence," "Family," the police drama series "McClain's Law" and starred in the series "Lottery." He can be seen co-starring in major motion pictures as

U.S. Navy photo

well — as the mysterious suspect and tennis pro Bobby Slade in "Jagged Edge" with Glenn Close and Jeff Bridges; as quarterback Art Hartman in "North Dallas Forty" with Nick Nolte and Mac Davis; in the featured role as the father in "Flowers in the Attic" with Louise Fletcher and Victoria Tennant; and as Douglas Erickson in the recently released "Deceptions" with Nicollette Sheridan, Harry Hamlin and Robert Davi.

In his spare time, Colt finds time to invent, work on writing a novel and developing scripts for television and movies. He is presently developing a pilot episode for TV about a Navy pilot and writing scripts for two new murder mysteries. He's also a member of Mensa International, the Academy of Television Arts and Sciences and owner and president of a company licensed in registered securities and real estate sales.

But when Colt's in uniform, don't expect bright lights or a camera cue when saluting, talking to or seeking an autograph from the commander — that's when he's just another member of the Naval Reserve, and you need to realize you didn't stumble onto the scene of a new movie, even though it may feel that way. ■

Story by JO2 Harry Simon, a reservist assigned to the public affairs office, Naval and Marine Corps Reserve Center, Alameda, Calif.

Below: Marshall Colt and Glenn Close in a scene from "Jagged Edge."

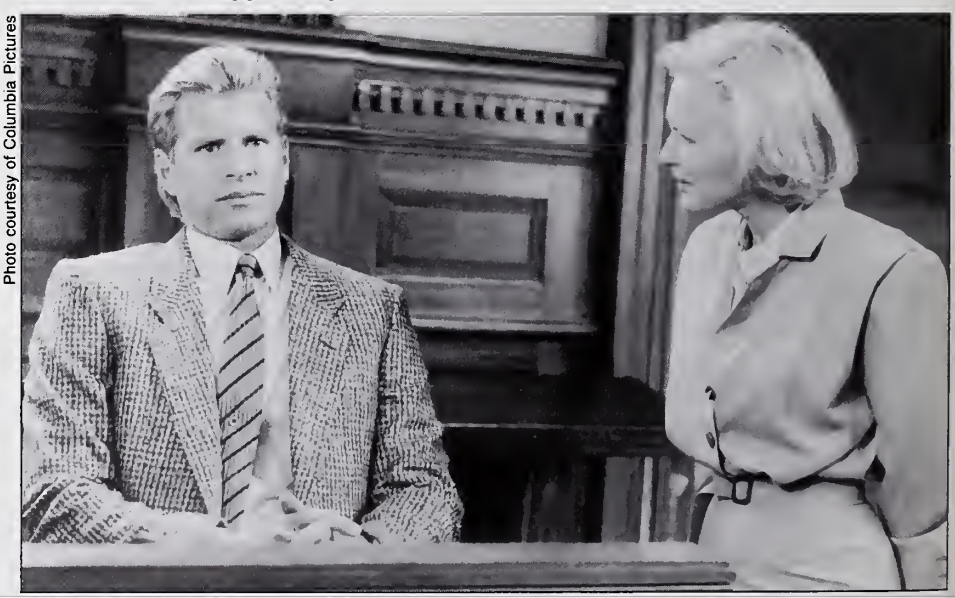


Photo courtesy of Columbia Pictures

News Bights

First-term personnel ordered to duty in the Washington, D.C., area for their first operational tour will now receive a projected rotation date of two years from the arrival month. This new policy does not apply to dental technicians, hospital corpsmen and musicians.

At the completion of their tour, these sailors will be ordered to sea or overseas duty for the remaining portion of their enlistment. These first-term/first-tour sailors must submit extension requests to extend their Washington, D.C., assignments beyond two years.

This policy also applies on a case-by-case basis to all first tour personnel in the Washington, D.C., area who were in place or under orders prior to Oct. 1, 1990.

* * *

Congress has delayed the effective date of the Civilian Health and Medical Program for the Uniformed Services (CHAMPUS) mental health care annual limit change.

CHAMPUS limits inpatient mental health care to 60 days in each calendar year, unless a waiver is granted for extraordinary medical or psychological reasons. In November 1990, Congress revised the annual limit to 30 days for patients aged 19 or older; 45 days for patients under age 19; and up to 150 days for inpatient care in residential treatment centers. The new mental health care annual limits will be effective Oct. 1, 1991, vice Feb. 15, 1991.

* * *

The Navy's Northeast strategic homeporting program has celebrated a major milestone with the dedication of the $33.4 million Shore Intermediate Maintenance Activity (SIMA) at Naval Station New York, Staten Island, N.Y. The Naval Facilities Engineering Command's (NavFacEngCom) Northern Division supervised the design and construction.

SIMA New York and its component activity, the Naval Reserve Maintenance Facility, will have a primary mission of maintaining and repairing Navy ships assigned to the Staten Island and Colts Neck, N.J., home ports.

In addition, a 300-unit military family housing complex was dedicated recently at Naval Weapons Station Earle, Colts Neck, N.J. This complex is the first military family housing development to be completed within the responsibility of NavFacEngCom's Northern Division under the Navy's build-to-lease program.

This project, which will help alleviate a critical shortage of affordable military housing at Earle, is composed of 204 two-bedroom units, 60 three-bedroom units and 36 four-bedroom units.

Under this lease contract, the Navy leases the houses for 20 years from the contractor who will also maintain the units. The lease funds will come from Navy family housing monies appropriated from each fiscal year's budget.

* * *

The Navy is taking advantage of changes to the Defense Officer Personnel Management Act (DOPMA) to offer earlier retirement for captains, commanders and officers with prior enlisted service. Congress modified DOPMA for FY91 through FY95 to give the military services more flexibility to reduce the size of their officer corps.

Captains and commanders now contemplating retirement can request retirement with two years instead of three years time-in-grade. The number of officers permitted to retire this way is limited by law to 2 percent of authorized billets by paygrade. That translates to about 75 captains and 145 commanders who can retire at those ranks with two years time-in-grade.

Officers with prior enlisted service can retire with eight vice 10 years of commissioned service. There is no limit on the number of these retirements.

These voluntary early retirements, along with a reduction in the number of officers entering the Navy, are part of the Navy's officer manpower strategy.

Officers seeking retirement under these changes in the law should forward requests to NMPC-23/Pers-27. With legal limits on the number of captains and commanders who can retire with two years time in grade, requests will be considered in priority order based on the date received. More information is contained in NavAdmin 042/91.

* * *

President George Bush recently announced the selection of RADM (Dr.) Donald F. Hagan as the Navy's 31st Surgeon General.

Hagan has also been selected for promotion to the rank of vice admiral. He relieved VADM (Dr.) James A. Zimble, June 28, during a change of command and retirement ceremony.

Hagan's previous assignment was commander, National Naval Medical Center, Bethesda, Md. He was commissioned in 1964 after completing his internship at Los Angeles County General Hospital. □

Mail Buoy

Boiling mad "Black Aces"

I just received your April '91 issue of *All Hands* and I am concerned about the last page of the magazine. It is a picture of aircraft 107 belonging to VF 41 "Black Aces," *not* VF 84 "Jolly Rogers." VF 41 puts the airwing designation on the outboard side of the vertical stabilizer. VF 84 puts the airwing designation on the inboard side of the stabilizer.

Being an airman in VF 41 and having VF 84 as our sister squadron, we've always been in the limelight of the "Jolly Rogers" because of their appearance in [the movie] "Final Countdown" and their artistic skull and crossbones.

—AMEAA William Creeger
VF 41, FPO N.Y. 09504-6111

• *We are provided information about photographs by the photographers. We count on them to do their homework, but with the number of aircraft and missions flown during* Desert Storm, *airwing designations on inboard/outboard sides of vertical stabilizers can slip through the cracks. — ed.*

Oops! We goofed.

In reference to Mail Buoy "Hugo oversight" April 1991, we in NMCB 7 much enjoyed the mentioning of our hard work. But one thing you got wrong "Ed," there are no women in NMCBs.

—CM2 Peter A. Luhrs
NMCB 7, Gulfport, Miss.

• *After further research, we found that there are women in the Seabees, but due to current regulations they do not deploy with the battalions. However, with today's rapidly changing climate, our original BZ may be applicable in the future. — ed.*

Point blank

I take exception to the miswriting of the caliber designation in the short piece on USS *Wisconsin* [BB 64], Page 43 of the March 1991 issue. The use of the decimal point, i.e., ".38" and ".50," is incorrect.

The term "caliber" has two very different meanings in the context of ordnance and gunnery. In reference to small arms, caliber describes the nominal bore diameter of the weapon, and is expressed as a decimal fraction of an inch, as in ".45-caliber pistol," a pistol with a nominal bore diameter of 45 hundredths of an inch. In reference to large artillery and naval guns, caliber is an uncharacterized number that expresses the ratio of bore diameter to barrel length, as in "16-inches times 50 caliber naval rifle." In this usage, the number "50," without a decimal point, indicates that the length of the barrel of that 16-inch gun is 16 inches times 50, or 800 inches. The barrel of a 5-inch/38 caliber gun is 5 inches times 38, or 190 inches long. This use of the term caliber dates back to the 19th century and is widely used throughout the world as a means of comparing guns of similar bore diameter but different capabilities, as with 5-inch/38 and 5-inch/54 guns in the U.S. Navy.

—LTJG John F. Lyman,
Naval Gunnery School
Great Lakes, Ill.

• *Our field of expertise is editorial and our knowledge of naval gunnery is not of your caliber. — ed.*

Non-concurrency?

While on station in the Persian Gulf, I was reading the article concerning "Military pay - Naval Home support" in the January 1991 issue and became a little perturbed. You made mention that, ". . . Navy and Marine Corps enlisted personnel and warrant officers are contributing 50 cents a month from their pay to support the operation of the Naval Home in Gulfport, Miss."

First of all, we, as enlisted personnel of the Navy, do not contribute to the Naval Home, rather we are forced to pay for the Naval Home since it is taken out of our paychecks without our consent. Secondly, most of us will not even use the "Home" due to our prior planning in our youth for retirement and/or unforeseen events at the age of retirement.

I do not mind donating some of my money to worthwhile causes for those who are less fortunate than I am, and school programs for future leaders of this great nation — my children and yours.

I pay my dues — whether I like it or not. The U.S. Treasury Department sees to that. However, "contributing" to the Naval Home is not one I feel responsible for. If I did, I would give more than 50 cents a month for it. It is only 50 cents, but it is *my* 50 cents, and since I have paid my taxes and my bills for the previous month, that 50 cents should be spent how I want to spend it - not how Congress thinks I should spend it.

Financial harassment such as this is the sole reason more people do not donate more money to charitable organizations. This should be against the law, but yet, the law was passed by those who set the laws we abide by each day.

I would appreciate your cooperation in refraining from referring to the deduction for "Naval Home assessment" as a contribution.

—PN3 G.W. McShan
USS *Ranger* (CV 61)

Mr. "old salt," who do you think you are?

I am writing in regards to a letter in your February 1991 issue from LTJG Lisa. Why is this man in the Navy? He obviously would much rather be a Marine.

I spent two-and-a-half years at Recruit Training Command Orlando, Fla., and will be one of the first to agree that boot camp was harder then than it is now. However, in today's new technological Navy, the focus is on "to learn" instead of just "do."

I also spent five years on an LPD [Amphibious Transports Docks], which is nothing more than a Marine taxi, and saw what they did during their off-duty time while afloat. Spit-shining boots, taking showers (at least two per day) and standing in lines were their plan of the day. I am presently assigned to, as one admiral put it, "the first and finest attack tender." I have spent the last eight months with hundreds of men and women that are barely out of boot camp and have probably never been away from home. The pride and professionalism they have exhibited in their jobs and the Navy, make me proud to say, "I'm a sailor." During limited off-duty time underway, they are constantly striving to increase professional and military knowledge by completing correspondence courses and on-the-job training.

LTJG Lisa cites bad leadership as the biggest cause of particular problems. Retention in the Navy has never been higher, discipline problems have been at

Mail Buoy

a minimum, and after eight months away from home, morale has been higher than anyone has a right to expect.

I am proud to be in the Navy. I would suggest that anyone who feels otherwise shouldn't stick around just to "get a paycheck."

—MM1 Edward G. Salsberry
USS *Yellowstone* (AD 41)

After reading the letter in the "Mail Buoy" section of the February 1991 edition of *All Hands*, titled "Obvious observations," I felt I needed to respond.

I was furious how this 11-year "old salt" lumped everyone together. There's an old expression concerning the 10 percent rule. Yes, I will agree that some sailors lack discipline and that some leaders are not as strong as they should be. But please do not lump everyone together. In my 15-year career, the majority of sailors working with/for me have been nothing short of outstanding. I myself have worked for some of the best leaders there are today. So don't lump everyone together. Yes, there are a few, as you say, that are "unproud," but the vast majority of sailors and leaders are overflowing with pride.

I believe that LTJG Lisa has forgotten that he must have worked for some pretty good people. You achieved going from the enlisted ranks to the officer community, but don't forget, you could not have gotten there without a good leader to follow and guide you in the right direction or you would have found yourself on the wrong path.

The U.S. Navy is a proud group. Just ask any chief petty officer. We do our best to instill pride in both officers and enlisteds and we are doing a damn good job. I ask you to check your attitude toward the Navy so those sailors who work for you can achieve and grow with pride in the U.S. Navy. Don't forget where you came from.

—AZC(AW) Paul H. Dudley
PEP Netherlands

Reunions

• **USS Vulcan (AR 5)** — Reunion July 27, Virginia Beach, Va. Write to: *Vulcan* 50th Anniversary Committee, USS *Vulcan* (AR 5), FPO New York 09548-2545.

• **VF 14, VF 53 and VF 141 "Iron Angels"** — Reunion July 1991, Myrtle Beach, S.C. Contact Harold Dolin, 9646 Hamilton Hills Drive, Fishers, Ind. 46038; telephone (317) 849-0218.

• **USS Rolette (AKA 99)** — Reunion July 31 - Aug. 4, Nashville, Tenn. Contact Lawrence Hancock, 6720 Jasmine Circle, Roanoke, Va. 24019; telephone (703) 362-4209.

• **USS/USCGC Glacier (AGB/WAGE 4)** — Reunion Aug. 1-4, Salem, Ore. Contact Bruce Brady, P.O. Box 4128, Salem, Ore. 97302-8128; telephone (206) 937-8452.

• **USS Freestone (APA 167)** — Reunion Aug. 2-3, Chicago. Contact H. David Nelson, 2280 Baltic Ave., Idaho Falls, Idaho 83404.

• **USS Des Moines (CA 134)** — Reunion Aug. 2-4, Mercer, Pa. Contact Stephen P. Renock, 715 Elm St., Watsontown, Pa. 17777; telephone (717) 538-2166.

• **USS George Washington Ingram (DE 62)** — Reunion Aug. 2-4, Dayton, Ohio. Contact Jack Schlemmer, 4548 Twilight Hill Drive, Dayton, Ohio 45429-1852; telephone (513) 299-5905.

• **USS Triton (SSN 586)** — Reunion Aug. 2-4, Groton, Conn. Contact Ralph A. Kennedy, 89 Laurelwood Road, Groton, Conn. 06340; telephone (203) 445-6567.

• **USS Brinkley Bass (DD 887)** — Reunion Aug. 2-4, Battleship Cove, Fall River, Mass. Contact Bob Shetron, 347 W. Leeside, Glendora, Calif. 91740; telephone (818) 335-8040.

• **USS Damato (DDE 871)** — Reunion Aug. 2-6, Shenandoah, Pa. Contact Morris C. Modith, 119 Gap View Road, Slatington, Pa. 18080; telephone (215) 767-5602.

• **USS Medusa (AR 1)** — Reunion Aug. 4, San Diego. Contact Charles W. Mantz, 486 Welton St., Chula Vista, Calif. 91911; telephone (619) 420-9299.

• **USS Callaway (APA 35)** — Reunion Aug. 5-8, Minneapolis. Contact R.L. Stambach, 4283-B Island Circle, Fort Myers, Fla. 33919-4427; telephone (813) 481-0359.

• **USS Trenton (CL 11)** — Reunion Aug. 6-8, Olympia/Tumwater, Wash. Contact Jay Balfour, P.O. Box 84122, Vancouver, Wash. 98684-0122; telephone (206) 254-4439.

• **USS Topeka (CL 67)** — Reunion Aug. 8-10, Las Vegas, Nev. Contact James W. Wilson, 1022 W. Abbott, Muncie, Ind. 47303; telephone (317) 288-3949.

• **USS Chevalier (DD/DDR 805)** — Reunion Aug. 8-10, Omaha, Neb. Contact John Novak, 6200 Fleetwood Drive, Lincoln, Neb. 68516; (402) 488-8828.

• **USS Juneau (CL 52/CLAA 119/LDT 10) Association** — Reunion Aug. 8-10, San Diego. Contact Chuck Gonzalez toll-free (800) 877-4823.

• **USS Maddox (DD 622/DD 731)** — Reunion Aug. 8-11, Dayton, Ohio. Contact Joe Fanelli, 1925 Suman Ave., Dayton, Ohio 45403; telephone (513) 256-1096.

• **USS Bon Homme Richard (CV/CVA 31)** — Reunion Aug. 9-11, Des Moines, Iowa. Contact Ralph Pound, P.O. Box 1531, 410 Clark St., Tupelo, Miss. 38802; telephone (601) 842-8247.

• **USS Ordronaux (DD 617)** — Reunion Aug. 9-11, Baltimore. Contact Thomas M. Quinn, 22 Mingo St., Milton, Mass. 02186; telephone (617) 696-4301.

• **USS Baltimore (CA 68)** — Reunion Aug. 11-14, Las Vegas, Nev. Contact David B. Blomstrom, 9301 Southwest Freeway, Suite 100, Houston, Texas 77074-1518; telephone (713) 771-4385.

• **USS Eaton (DD/DDE 510)** — Reunion Aug. 14-18, Coralville, Iowa. Contact Barbara Gorvin, Rural Route 1, Box 165, Oxford, Iowa 52322; telephone (319) 628-4964.

• **Navy members of 111th Tactical Reconnaissance Squadron** — Reunion Aug. 14-18, Flint, Mich. Contact "Chuck" Metcalfe, 597 Hamilton Road, Mt. Morris, Mich. 48458; telephone (313) 686-8608.

• **USS Ranger (CV 4)** — Reunion Aug. 14-19, Norfolk. Contact George Kingston, 2148 Clubhouse Drive, Lillian, Ala. 36549; telephone (205) 962-2171.

• **Service Craft Unit 4** — Reunion Aug. 15-17, Reno, Nev. Contact James A. Pressley, 1318 Washington, Fredonia, Kan. 66736; telephone (316) 378-2647.

• **USS Topeka (CLG 8)** — Reunion Aug. 15-19, Long Beach, Calif. Contact D.E. Cass, 3028 Bonita Woods Drive, Bonita, Calif. 91902; telephone (619) 267-3123.

• **USS Henderson (DD 785)** — Reunion Aug. 16-18, Reno, Nev. Contact Dick Sierra, P.O. Box 1024, South San Francisco, Calif. 94080.

• **USS Forrestal (CV 59)** — Reunion Aug. 16-18, Washington, D.C. Contact W.R. "Skip" Freeman, 6302 Bren Mar Drive, Alexandria, Va. 22312; telephone (703) 642-5054.

• **USS Ranger (CV/CVA 61) Association** — Reunion Aug. 16-18, Boston. Send self-addressed stamped envelope to: USS *Ranger* Reunion, P.O. Box 49, Round Top, N.Y. 12473.

Reunions

• **Guadalcanal Campaign Veterans (Aug. 7, 1942 - Feb. 17, 1943)** — Reunion Aug. 21-24, Omaha, Neb. Contact Gene Keller, 4043 Standish St., Kalamazoo, Mich. 49008; telephone (616) 344-0265.

• **USS Boxer (CV/CVA/CVS 21/LPH 4)** — Reunion Aug. 22-24, Reno, Nev. Contact Hank Wilson, 1751 Evergreen Court, Derby, Kan. 67037; telephone (316) 788-4560.

• **USS Hollister (DD 788)** — Reunion Aug. 22-25, Hot Springs, Ark. Contact Lauren Seeber, 305 Broadview, Hot Springs, Ark. 71913; telephone (501) 525-5844.

• **"The Unholy Four," USS President Jackson (APA 18), USS President Adams (APA 19), USS President Hayes (APA 20) and USS Crescent City (APA 21)** — Reunion Aug. 22-26, New Orleans. Contact Bill Lindner, P.O. Box 4006, Virginia Beach, Va. 23454; telephone (804) 340-8551.

• **USS Farragut (DD 348)** — Reunion Aug. 23-24, Long Beach, Calif. Contact John D. "Dick" House, 2995 Mahaffey, Paris, Texas 75460; telephone (903) 784-8037.

• **USS Helena (CL 50/CA 75/SSN 725) and USS Benham (DD 397)** — Reunion Aug. 23-26, Nashville, Tenn. Contact Bill Bunker, 596A W. Huntington Drive, Arcadia, Calif. 91007; telephone (818) 446-7361.

• **USS Essex (CV/CVA/CVS 9)** — Reunion Aug. 28-31, Portland, Ore. Contact Bob Morgan, 6361 S.W. 106th Place, Ocala, Fla. 32676; telephone (904) 854-6474.

• **PT Boat Squadrons (World War II)** — Reunion Aug. 29 - Sept. 2, Pittsburgh. Contact PT Boats, Tenders and Bases, P.O. Box 38070, Memphis, Tenn. 38181-0070; telephone (901) 755-8440.

• **USS Windham Bay (CVE 92)** — Reunion Aug. 30 - Sept. 1, Green Bay, Wis. Send self-addressed stamped envelope to: Merlin Vandenplas, 112 Yale St., Green Bay, Wis. 54303; telephone (414) 497-9416.

• **USS Dobbin (AD 3)** — Reunion Aug. 30 - Sept. 2, Bellevue, Wash. Contact Clarence V. Rudd, 1040 N.E. Sixth St., Bend, Ore. 97701; telephone (503) 389-4919.

• **USS Clay (APA 39) and USS Elizabeth C. Stanton (PA 69)** — Reunion Aug. 31 - Sept. 2, St. Clairsville, Ohio. Contact John Brass, 403 E. 330th St., Willowick, Ohio 44095; telephone (216) 943-2079.

• **Air Anti-Submarine Squadron 21** — Reunion August 1991, San Diego. Contact Alfred Novacek, P.O. Box 44, Dwight, Neb. 68635; telephone (402) 566-2195.

• **USS Cortland (APA 75)** — Reunion August 1991, Kansas City, Mo. Contact Alvin E. Miller, 3425 Center Point Road N.E., Cedar Rapids, Iowa 52402; telephone (319) 393-8152.

• **USS McGowan (DD 678)** — Reunion Sept. 5-7, Niagara Falls, N.Y. Contact Don Rogers, 30 Hurd St., Lynn, Mass. 01905; telephone (617) 595-1137.

• **USS Hope (AH 7) and 215th Hospital Ship Complement** — Reunion Sept. 5-8, Colorado Springs, Colo. Contact Rew Wilson, Box 3613, Eureka, Calif. 95502.

• **USS Lansdowne (DD 486)** — Reunion Sept. 5-8, Chicago. Contact William "Bob" Bennett, 1723 Lanai Drive, El Cajon, Calif. 92016; telephone (619) 442-7611.

• **USS Collett (DD 730)** — Reunion Sept. 5-8, Norfolk. Contact R. Kenneth Conover, 9 Helen Ave., Freehold, N.J. 07728; telephone (908) 462-6449.

• **USS Endicott (DD 495, DMS 35)** — Reunion Sept. 5-8, Nashville, Tenn. Contact K.D. Wren, 11811 E. 60th St., Kansas City, Mo. 64133; telephone (816) 356-4833.

• **USS William P. Biddle (APA 8)** — Reunion Sept. 5-8, Norfolk. Contact Don Skouse, P.O. Box 1638, "Biddle Group," Independence, Mo. 64055; telephone (816) 478-3403.

• **USS Mount McKinley Association (1940-70)** — Reunion Sept. 5-8, Minneapolis. Contact Donald W. Shreeves, 315 W. Main St., Princeton, Mo. 64673; telephone (816) 748-3871.

• **USS Detroit (CL 8)** — Reunion Sept. 6-8, Detroit. Contact John McGoran, 105 Granada Drive, Corte Madera, Calif. 94925; telephone (415) 924-3604.

• **Patrol Bombing Squadron 18** — Reunion Sept. 6-8, Canton, Ohio. Contact Ernest R. Moore, 384 High St., Doylestown, Ohio 44230; telephone (216) 658-6682.

• **USS Canopus (AS 9)** — Reunion Sept. 8-10, Eureka Springs, Ark. Contact Andrew A. Henry, P.O. Box 637, Thousand Palms, Calif. 92276.

• **USS Enterprise (CVAN/CVN 65)** — Reunion Sept. 8-11, San Diego. Contact Richard Zalinkanskas, 691 Salem Road, Union, N.J. 07083; telephone (201) 964-7608.

• **USS Converse (DD 509)** — Reunion Sept. 10-14, San Francisco. Contact Patti Thompson, 2824 Fourth Ave. S., Great Falls, Mont. 59405; telephone (406) 452-8800.

• **USS Trinity (AO 13) crew members who served during 1939-1946** — Reunion Sept. 10-14. Contact Henry F. Holmes, 5005 Farhon #111, St. Joseph, Mo. 64506; telephone (816) 232-2072.

• **115th Naval Contruction Battalion Veterans (World War II)** — Reunion Sept. 11-14, Sarasota, Fla. Contact Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.

• **USS Patterson (DD 392)** — Reunion Sept. 11-14, Warren, Pa. Contact Ted Amoroso, 15 N. Main St., Union City, Pa. 16438; telephone (814) 438-2732.

• **USS Dunlap (DD 384)** — Reunion Sept. 11-14, Buffalo, N.Y. Contact Raymond Brooks, P.O. Box 91, Southfield, Mich. 48037; telephone (313) 255-4602.

• **USS Benner (DD 807)** — Reunion Sept. 12-14, Nashville, Tenn. Contact Glen Sumner, 501 Hickory Wood Road, Knoxville, Tenn. 37922; telephone (615) 966-8903.

• **Association of Minemen** — Reunion Sept. 12-15, Long Beach, Calif. Contact Association of Minemen, P.O. Box 71835, Charleston, S.C. 29415; or Lyal Stryker at (803) 797-0841.

• **USS Guam (CB 2) Association** — Reunion Sept. 12-15, Virginia Beach, Va. Contact John Kushall, 153 Bunker Road, Rotunda West, Fla. 33947; telephone (813) 697-4506.

• **USS Alcor (AK 259)** — Reunion Sept. 12-15, Arlington, Va. Contact Raymond A. Nolan Jr., 2851 Lawrence Drive, Falls Church, Va. 22042; telephone (703) 560-6785.

• **USS Aulick (DD 569)** — Reunion Sept. 12-15, Portland, Ore. Contact James C. Hays, 4621 El Caminito, Shingle Springs, Calif. 95682; telephone (916) 677-4615.

• **USS Manchester (CL 83)** — Reunion Sept. 12-15, Nashville, Tenn. Contact Paul L. Huffman, 4415 Brookhaven Ave., Louisville, Ky. 40220; telephone (502) 459-3260.

• **USS Arthur Middleton (APA 25)** — Reunion Sept. 12-15, San Francisco. Contact Eugene Muntzner, 16 Webster St., Floral Park, N.Y. 11001; telephone (516) 354-6348.

ALL HANDS Photo Contest

The *All Hands* Photo Contest is open to all active duty, Reserve and civilian Navy personnel in two categories: professional and amateur. The professional category includes Navy photographer's mates, journalists, officers and civilians working in photography or public affairs.

All entries must be Navy related. Photos need not be taken in the calendar year of the contest.

Professional competition includes single-image feature picture and picture story (three or more photos on a single theme) in black-and-white print, and color print or color transparency. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

Amateurs may enter single-image color print or color transparencies only.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views.

Minimum size for each single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three, black 11-inch by 14-inch mount boards taped together, excluding photo stories entered as transparencies.

Please use the entry form below and include the title of the photograph and complete cutline information on a separate piece of paper taped to the back of the photo or slide mount.

Certificates will be awarded to 1st, 2nd and 3rd place winners in each of the five groups. Ten honorable mentions will also be awarded certificates. Winning photographs will be featured in *All Hands* magazine.

Entries will not be returned to the photographer.

For more information about the *All Hands* Photo Contest, contact PH1(AC) Scott M. Allen or JOCS Bob Rucker at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1991.

For each entry, please indicate in which category and group you are entering the photograph. Attach a completed copy of this form to your entry.

Single-image feature

☐ Black-and-white print
☐ Color print or transparencies (Prof.)
☐ Color print or transparencies (amateur)

Photo story

☐ Black-and-white
☐ Color print or transparencies

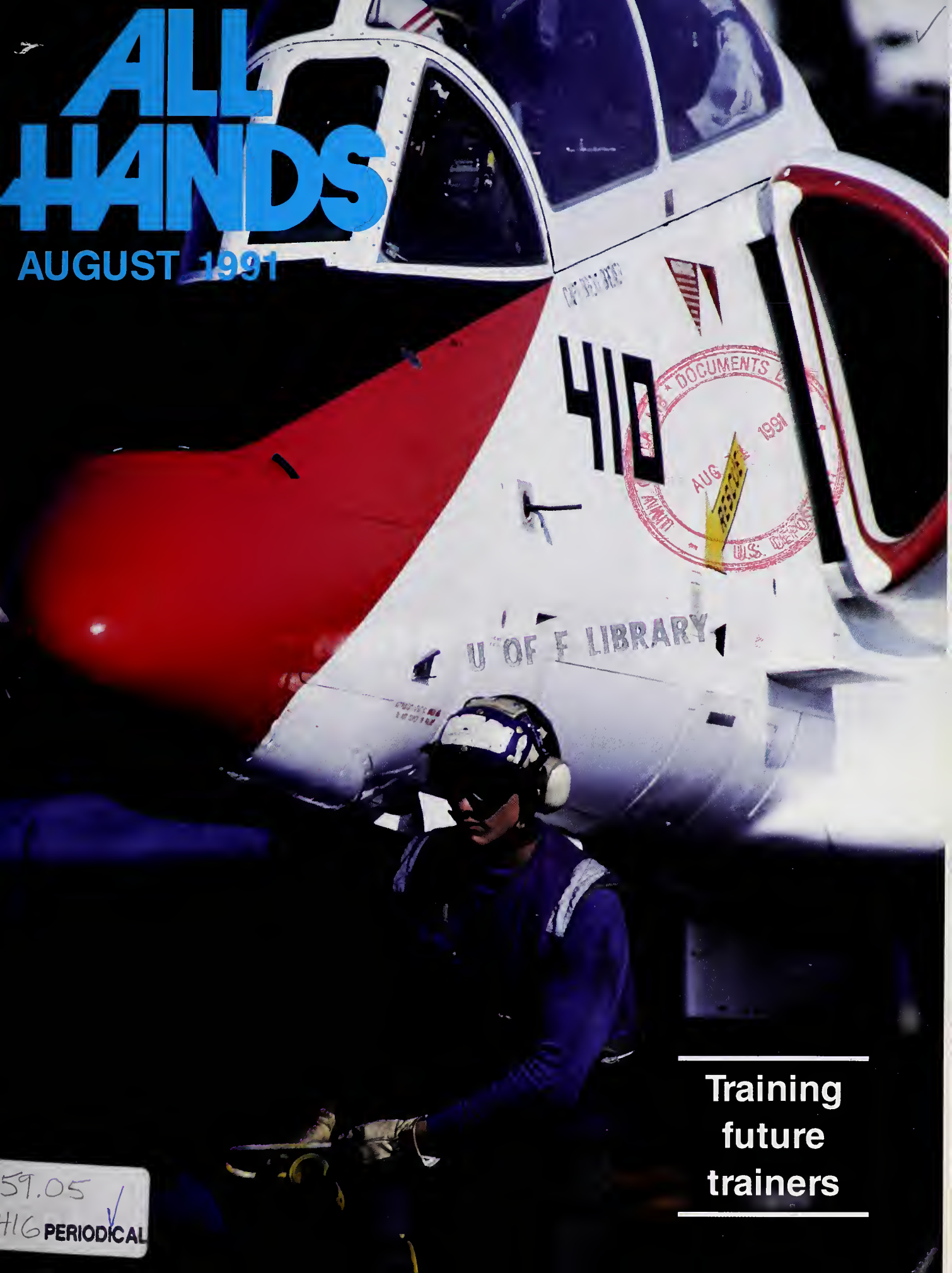
Name: _____
Rate/rank: _____
Command: _____
Address: _____
_____
Phone: _____

Send entries to:
All Hands magazine Photo Contest
Navy Internal Relations Activity
601 N. Fairfax St., Suite 230
Alexandria, Va. 22314-2007

Coming home

ALL HANDS

AUGUST 1991



Training future trainers

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PH3(DV) David Campbell, a member of the Navy's underwater photo team, hands an underwater 16mm motion picture camera up to a boat after completing a training dive. The underwater photo team is based at Naval Amphibious Base Little Creek, Va. Photo by PH1(SW) J. Alan Elliott.

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ALL HANDS

MAGAZINE OF THE U.S. NAVY
AUGUST 1991 — NUMBER 893
68th YEAR OF PUBLICATION

Photo by JO1 Lee Bosco

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Front Cover: A USS *Forrestal* (CV 59) blue shirt uses a tiller bar to guide a TA-4J *Skyhawk* to the catapult. See story, Page 28. Photo by PH1(AC) Scott M. Allen.

Back Cover: A small boat from Port Harbor Security Group speeds through Bahrain harbor. See story, Page 24. Photo by JO1 Lee Bosco.

News You Can Use

Pay and allowances

SGLI doubled for sailors

All Navy members, including reservists, are now automatically insured for $100,000 under the Servicemen's Group Life Insurance (SGLI) increase which took effect April 6, 1991. Previously, the maximum SGLI coverage was $50,000, until the President signed the change into law as part of the Persian Gulf Conflict Supplemental Authorization and Personnel Benefits Act of 1991.

Because of the automatic feature, sailors who elect less than the $100,000 coverage, or no coverage at all, must do so in writing through their military personnel office.

While the premium rate remains the same (eight cents per month, per $1,000 of coverage), actual deductions taken from participant's paychecks are now doubled as a result of the doubled coverage. The premium for the full $100,000 is now $8 per month, compared with the old rate of $4 per month for $50,000.

The premium increase took effect on the same date as the increased coverage; however, the first payroll deduction was to have occurred July 1, and retroactively covered the previous three months. This means that sailors enrolled in Direct Deposit System (DDS), should have had $12 less on their Leave and Earnings Statements (LES) or a total SGLI deduction of $16 on July 1. Because sailors have already paid for April, May and June under the old rate of $4 per month, the July 1 deduction covers only a three-month retroactive increase for a total deduction of $12. An additional $4 is deducted from sailors' pay to cover the first pay period in July, after which the deduction was standardized at $8 monthly. Sailors not enrolled in DDS should have seen the first deduction increase in their July 15 paychecks.

Records show that 99 percent of all Navy members elect full SGLI coverage, which is the most inexpensive and convenient life insurance available to military members. □

U-Haul brings its services to Navy bases

U-Haul is bringing its services to 38 Navy bases throughout the continental United States and Hawaii, as a result of a contract between U-Haul International and the Navy Resale and Services Support Office. U-Haul began operating on bases May 1, and offers a wide selection of trucks, vans and trailers for rental.

U-Haul connections will help service members save money when moving under the Department of Defense Do-It-Yourself (DITY) program, which allows military personnel to perform a self-move, and be reimbursed up to 80 percent of the cost of a commercial move.

Some free extras offered to service members include one free month of storage at destination, one extra day on all one-way rentals, free use of 36 furniture pads with a van or truck rental and free use of 12 furniture pads with a trailer rental. Other extras include free use of a utility dolly, free use of a how to make a DITY move video cassette and a free moving guide book.

At smaller installations without an on-base U-Haul truck rental facility, sailors can receive these benefits by filing paperwork and paying rental fees with the U-Haul Customer Referral Program at the local Navy Exchange. The truck and/or equipment is then issued by a nearby off-base U-Haul center. Sailors interested in a DITY move should contact their transportation office for details. With the resources of U-Haul and the reliability of the Navy Exchange, a do-it-yourself move can be smooth and trouble-free. □

CHAMPUS automated NASs delayed

The effective date for Civilian Health and Medical Program of the Uniform Services (CHAMPUS) automated Non-Availability Statements (NAS) has been delayed until Oct. 1, 1991.

When the new automated system becomes effective, it will no longer be necessary to send a copy of the NAS with CHAMPUS claims for non-emergency inpatient care provided by a civilian hospital when CHAMPUS is expected to be the primary payer. The only valid NASs will be those entered electronically into the Defense Enrollment Eligibility Reporting System (DEERS) computer files.

However, even under the new automated system, users of civilian health care facilities within a military hospital catchment area (a radius of approximately 40 miles) are still required to obtain an NAS from their local uniformed services facility's health benefits advisor. The automated system only eliminates the need to send the statement with the claim.

For NASs issued before Oct. 1, 1991, the system will work as it always has — the NAS will be submitted with the CHAMPUS claim. □

Revised uniform regulations

A complete revised manual of U.S. Navy Uniform Regulations (NavPers 15665H) is in distribution to all commands.

This 1991 edition includes uniform policies approved through March 1, 1991, including wear of dinner and full dress uniforms; service dress whites for E-1 to E-6 women; and the wear of utility green and camouflage clothing.

Upon arrival, discard or recycle the old manual, along with any old NavOp and NavAdmin uniform change messages. □

NPS Alumni Association

The Naval Postgraduate School in Monterey, Calif., is forming an alumni association to provide a network and a platform for sharing ideas among NPS alumni.

Graduates interested in joining the association are asked to send their name, rank, address and NPS curriculum with date of graduation to: Superintendent, Code 418, Naval Postgraduate School, Monterey, Calif. 93943-5000. □

Personnel issues

Sexual harassment concerns

Sexual harassment is a continuing concern in the Navy that must be taken seriously. The *Update Report on the Progress of Women in the Navy* found that while the majority of Navy women and men recognize the Navy's efforts to eliminate it, sexual harassment occurs too often.

The most common forms of sexual harassment reported are unwanted teasing, jokes, remarks, questions and gestures. The report's recommendations are aimed at clarifying the definition, developing a single data base for complaints and continuing Navywide training that emphasizes mutual respect.

Victims of sexual harassment are reminded that the Navy has a system for help. Refer to OpNavInst 5354.1C for grievance procedures, or call the Navy IG Hotline at Autovon 288-6743; commercial (202) 433-6743 or 1-800-522-3451. □

U.S. Navy photo

Women in combat

CNO, service leaders testify on Hill

Chief of Naval Operations ADM Frank B. Kelso II joined other service chiefs, the Assistant Secretary of Defense for Force Management and Personnel, selected service members and others testifying on the roles of women in the armed forces during a June 18 hearing of the Manpower and Personnel Subcommittee of the Senate Armed Services Committee.

Prompted by earlier action in the House of Representatives, the Senate is weighing possible changes to the federal law that currently prohibits assignment of women to combat units. As passed in 1948 and amended in 1978 to permit assignment of Navy women to non-combatant ships, the law presently states, "Women may not be assigned to duty in vessels or in aircraft that are engaged in combat missions, nor may they be assigned to other than temporary duty on vessels of the Navy except for hospital ships, transports and vessels of similar classification not expected to be assigned combat missions."

In its version of the Defense Authorization Bill for FY91, the House of Representatives voted recently to amend that law to permit — but not require — the services to assign women to combat aircraft.

Considering a similar proposal in the Senate, Manpower and Personnel Subcommittee members asked witnesses to comment on whether there should be a distinction between types of combat duty that might be opened to women; whether there is a difference of opinion between women officers and enlisted women concerning combat duty; the possible impact on future recruitment of women; and whether women would be required to register for the draft.

While suggesting a "thorough reconsideration of policy" regarding women in combat, Sen. John McCain cautioned against what he called "a hasty reversal of policy." The retired Navy pilot and former POW said, "There are many philosophical and practical questions regarding women in combat. I advise all of us to keep an open mind as we weigh equal opportunity and fairness against combat effectiveness."

Subcommittee chairman Sen. John Glenn, a former Marine Corps pilot and astronaut agreed: "The bottom line is, will combat effectiveness and national security be unchanged if we grow to a 50 percent female force?"

McCain cited the "high degree of professionalism and devotion to

U.S. Navy photo

Service chiefs recently told Congressional leaders about the effect of expanding the roles of women in combat, which would give greater opportunity to women aviators (left) and in nontraditional rates (above), as well as traditional fields (below).

duty" exhibited by the 35,000 women who participated in Operations *Desert Shield/Storm*. "Our country has taken a great deal of pride in that," he said.

Kelso echoed that praise in his testimony. "The war in Iraq provides visible examples of progress that women in the military have made during the past two decades," he said. "The fact that the female officer and sailor performed in an outstanding manner was certainly no surprise to those of us who serve with them each day."

Like other service chiefs, Kelso expressed some reservations about proposals to remove combat restrictions for women. He also noted that the change proposed by the House of Representatives would present inequities, allowing the Navy to assign women pilots aboard combatant ships as "aviation officers," but not in ship's company or as enlisted air crew members in embarked aviation units.

"It's my personal view that the law should remain as it stands. I also certainly understand and appreciate that this is an issue for the American people and the Congress," Kelso said. "I do it with some personal worry about the young woman who wants to fly an airplane in combat or wants to ride on a ship, and I understand the anguish that that might give her.

"If the Congress chooses to change the law, or the department chooses to change the policy," Kelso added, "I'll do everything in my power to implement that law or that policy to the very best of my ability to ensure that all receive that opportunity."

Marine Corps Commandant Gen. Alfred M. Gray told senators that he supports the combat exclusion law as it is.

"We in the Corps see no need to change anything," Gray said. "Things seem to be going extraordinarily well."

A Navy lieutenant and a master chief petty officer were among eight service representatives invited to share their personal experiences and opinions during the hearing.

"Women should be allowed into any position that they qualify for," said Master Chief Electrician's Mate (SS) Richard Frey, command master chief of Naval Training Center Great Lakes, Ill. LT Brenda Holdener, a pilot with Helicopter Combat Support Squadron 4, agreed.

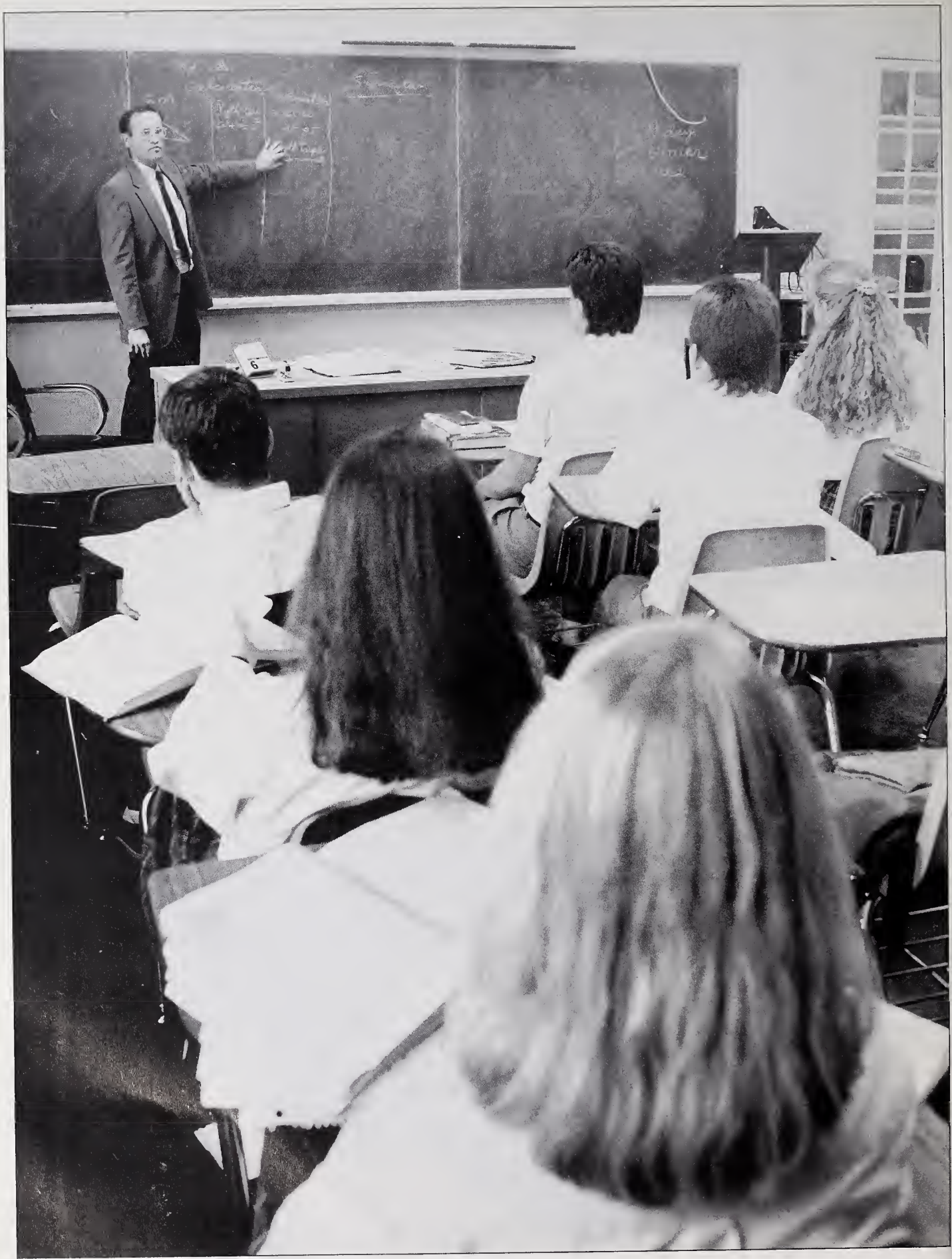
Marine Corps Gunnery Sgt. Jean Amico said that most Marine Corps women are not seeking combat roles. "We do not wish to carry a rifle and lug a pack around and live the way the grunts do," she said.

The chairperson of the Defense Advisory Committee on Women in the Services, Becky Constantino, testified that "the time has come for the services to open more positions to women, which will make them more efficient and effective." However, she acknowledged that some areas will "most likely still be closed to women — based on substantial rationale — even if the exclusions are repealed."

Assistant Secretary of Defense Christopher Jehn emphasized that "combat effectiveness and readiness is our first priority." He emphasized the need for DoD flexibility in implementing any changes.

"What we clearly want — if there is any change — is a law that affords DoD maximum flexibility," Jehn said. He added that any new rules that may result from congressional action would be implemented "over several years and in an orderly, deliberate manner." □

U.S. Navy photo



Battle stations

Sailors summoned to the education front

Story by JO2 Andrew I. Karalis, photos by PH1(AC) Scott M. Allen

After success in the Persian Gulf War, some service members are now being called to battle on another front. The innocent victims in this war zone are America's own children struggling in their fight for a good education.

Over the years, the American education system has encountered new challenges. Shortages of teachers abound in many geographic areas, and certain subjects such as English as a second language, math, physics, chemistry and special education, are experiencing a dire need for reinforcements all across the country. Some people have estimated that by 1992 there will be a teacher shortfall in the United States of almost 300,000. By the year 2000, with current teachers working toward retirement, the nation will need more than 1.5 million.

In 1986, President Ronald Reagan, Secretary of Defense Caspar W. Weinberger and Secretary of Education William J. Bennett started a program of personalized initiatives, whereby Weinberger and Bennett wrote a joint statement to encourage military people to consider teaching as a new career after retirement.

Why should the armed services get involved in education?

"We military folks are really super: we have leadership skills, we've been dealing with youth for a long time, we have group dynamic skills, and we have very, very fine subject areas of proficiency and experience," explained LT Mary C. Murphy, program developer for the Navy's Teaching As a New Career (TANC) program.

"The Navy is not solving anyone's problems," Murphy said. "We see ourselves as helping educators. We are helping them to alleviate teacher shortages and to raise the education quality of America's youth."

A study by the National Commission of Excellence in Education documented the problems of America's educational system — its curricula, overall student achievement and teacher aptitude. The performance of American students on standardized tests is dangerously low when compared to students of other industrialized nations. We scored last in seven of 19 tests, never scoring first or second. Eighth-graders were in the bottom 10 percent in mathematics, and 12th-graders scored below average in all areas. According to Bennett, the time to change all that is now.

"Many men and women who served in uniform have developed excellent leadership and teaching skills. If they will consider turning some of their experience and knowledge to teaching, it would be a good thing for our schools, our children and our nation," Bennett said.

The TANC program offers a way to help our nation's future by helping them start a new career in education. TANC is open to officer and enlisted service members who hold a bachelor's degree and are within four years of retirement; have retired from the military within the last five years; or are reservists, military spouses or other government civilian employees nearing retirement.

The Navy endorses teacher certification programs that are flexible and reasonable in their requirements, yet maintain high academic standards. Such programs also recognize occupational experiences of Navy personnel making the change to a new profession in teaching. Presently, TANC programs are underway or planned at about 12 colleges and universities in the United States near locations with a high concentration of naval personnel, such as San Diego, Norfolk, Pensacola, Fla., and Washington, D.C.

For three retired naval aviators now teaching at Paul VI High School in Fairfax, Va., CDR Robert D. Connolly, CAPT John C. Clinton and CDR Norbert "Bud" Commons, the transition from a military career to a career in education came about in three different ways.

Connolly retired from the Navy after serving on active duty from 1946 to 1972, and entered the civilian sector as a research engineer for Sperry (now Unisys). "I enjoyed research and science because I was trained for that in the Navy, and I put it to reasonably good use in civilian life," he said. "But, ultimately, I got tired of seeing the same problems and same solutions [were] not always accepted, so I decided it was time to not take that venture anymore." Connolly had already taught for a number of years in the Navy, so it was natural for him to look in that direction in the civilian sector.

"I enjoyed the teaching part; the experience was something that really paid off [for me]," said Connolly, who teaches photography, aviation funda-

Left: "Bud" Commons explains the principles of math to his students at Paul VI High School in Fairfax, Va.

mentals and technical drafting. "And I've already used it in the Navy. Once you learn it, it's like riding a bicycle. You never forget it. The techniques are the same whether you're teaching people bomb damage assessment or stereoscopy or whatever. You give them that old Navy treatment: 'Tell them what you are going to tell them; tell them what you told them; and give them a quiz.' If you've been through any Navy school, you know what I mean."

John Clinton's reasons for becoming a teacher were a little different. Having received the benefits of "free" education in high school, a college NROTC scholarship and attending the Navy's postgraduate (PG) school, the 29-year Navy veteran said, "That made a tremendous difference in what I was able to do with my life, and I thought it was about time for a payback. Perhaps I could give some of the youngsters a feel for how fulfilling learning can be and help them along the path that I took to more fulfillment in life as a result of education."

Clinton attended George Mason University's intensive career transition program in Fairfax to get certified as a physics teacher. He said the "switcher" course was for career professionals changing from a scientific career into teaching science. Practice instruction, teacher observation in classroom settings and substitute teaching for the county were all done in Northern Virginia-area schools before Clinton received full certification.

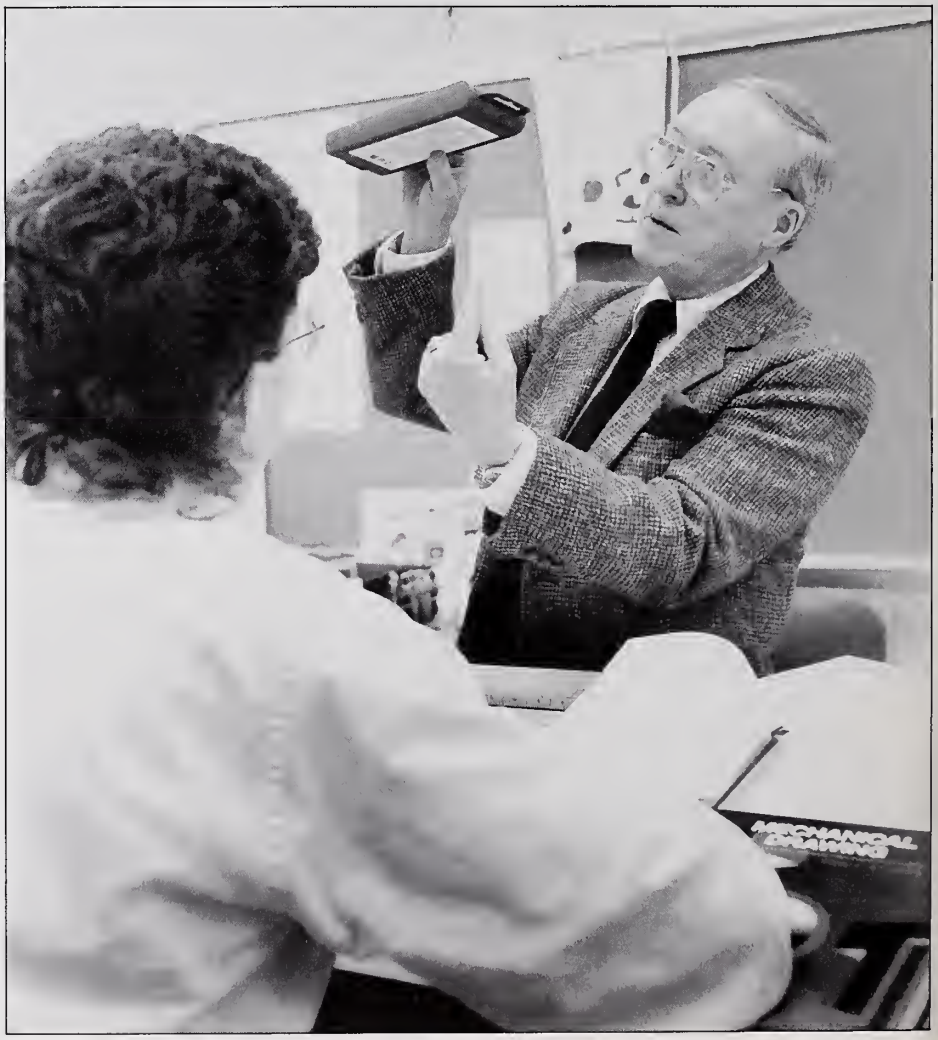
"I chose to pick up a new career after 30 years and do something different, which was also contributing to the progress of our young folks. And I'm teaching in a subject [physics] where we have a real [need], certainly an urgent need to give our youngsters a familiarity with and a good feel for some of the technical, scientific things that are going on in the world. I try to do that based on my background and experience, not exactly 'sea stories,' but I can bring a lot of my experience to bear on what we are teaching day-to-day and try to make physics relevant to them.

"When we talk about accelerations, it's very engaging for them to hear me talk about catapult shots on a carrier because I was a carrier aviator," Clinton explained, "and how many 'G's of acceleration' [units of acceleration equal to the acceleration of gravity] you got and how rapidly you reached flight speed and so on. I think it's helpful to be able to speak to those topics from a position of practical experience, rather than a more academic-oriented, sanitized, less-interesting approach. The youngsters respond more meaningfully to experience rather than to dry academic type data — that helps them develop a sense of ownership for that information, use it and keep it."

Bud Commons on the other hand, always had it in mind to do his 20 years in the Navy and teach after he retired. His father and his brother had done exactly that — after making commander they retired and taught school.

"When it [retirement] got pretty close, I started looking around for what I had to do," Commons said. "I enrolled at George Mason [Univer-

Below: Bob Connolly illustrates the aviation fundamental of lift. Right: Physics becomes more meaningful for students when John Clinton helps them visualize a concept.



sity] and started taking courses to be a teacher. They surveyed my transcript and said I had all of the math that I needed, because I have a master's in systems analysis from Navy PG school, but I had to take certain teaching courses. Then one day, I attended a seminar from George Washington University [GWU] held at the Pentagon, and found I only needed to take four courses at GWU instead of the seven or eight courses at George Mason. So I switched over to GWU and went through their program, which was specifically geared toward career transition."

Teaching wasn't new to Commons who, as a P-3 naval flight officer, had been head of the training department for his aircraft wing. He had held aircrew, safety and weapons training countless times and had briefed 25 to 30 "stars" [admirals and generals] a number of times in his 22-year career. But he found that trying to teach math to a room full of 14- and 15-year-olds was, "far more tense than anything I had done. I was terrified, and it showed in my voice. But it got better after the second and third day," Commons admitted.

"I pride myself on getting positive feedback occasionally, by doing a lot of different things in my class — not just one kind of presentation. Sometimes we do group stuff, sometimes individual. Every now and then I do what I call 'silent teaching,' where I don't say a word. I just put problems on the board and periodically put a question mark and somebody's initials next to it. They should be watching and know what to do so they can provide the answer. It's amazing how much attention you get from kids when you're not talking at all. But I do try to change my method of teaching regularly because different kids learn in different ways."

Advice for those interested in making teaching their new career from all three teachers includes getting started early so that you don't rush into anything. Finding out if you like to work with kids is another key element to success as a teacher. Try teaching while in the Navy to see if you like it, or volunteer with the Navy's "Adopt-a-School" program somewhere near your base. Use tuition assistance or GI Bill benefits to offset your education expenses.

Get your teacher's certification and use all the knowledge you gleaned through real-life experiences in the Navy to make learning for our nation's children essential to their growing up and taking care of the country and the world's future. Without your help, who can they turn to?

For those who have military experience under their belt, to start a new career and become a teacher takes a desire to serve our country yet again. Teaching can be a productive and rewarding occupation for people making the transition from military to civilian life.

In direct correlation to overall efforts expended by educators, the country's future as a whole can either progress, stagnate or regress. Wouldn't you like to be part of a winning team again? □

Karalis is a staff writer and Allen is a photojournalist for All Hands.

Crossing the Rubicon

Navy corpsmen roll into Kuwait

Story and photos by JO1 Lee Bosco

On the bank of the small stream called Rubicon, Julius Caesar marshaled his troops. He knew that, for his army, this was the point of no return. Across the water lay Rome, his target. "We may still retreat, but if we cross this little bridge, nothing is left for us but to fight it out in arms."

From that moment to the present, committing oneself to a dangerous course of action from which there can be no turning back has been known as Crossing the Rubicon.

In the dusty tent, out of the desert sunlight, LT (Dr.) Steven Mackey tells Hospitalman Kevin Waterman to assemble a pair of crutches. Mackey lifts a young Marine's ankle and, as the Marine grimaces, begins to wrap the swollen foot in a bandage.

"Volleyball . . . that's what provides us with our patients these days," he says with a frown. "Don't get me wrong, I'm pleased that we received so few casualties in this war, but we were prepared for the worst, and the adrenalin is still pumping. It'll take a while to get back to a slower pace."

He's referring to the lightning speed of the ground war against the occupying Iraqi army. The cease-fire is barely a week old, and the 2nd Marine Division is now entrenched north of Kuwait City.

"It was three days of non-stop motion," Mackey said. "We got the word to move, and everything started at once. I couldn't believe how well it was going."

He and his five-man team of Navy hospital corpsmen rolled into Kuwait at the beginning of the ground campaign with the 2nd Marine Division of the 8th Marine Regiment. The division lost two men and had seven wounded during the entire operation — a remarkably low number considering the hundreds of thousands of enemy

soldiers laying in wait for U.S. forces.

"Low casualties are what we pray for. No casualties would have been a miracle," he said. "It's really a tribute to the training the Marines did in Saudi Arabia before the ground war and air war."

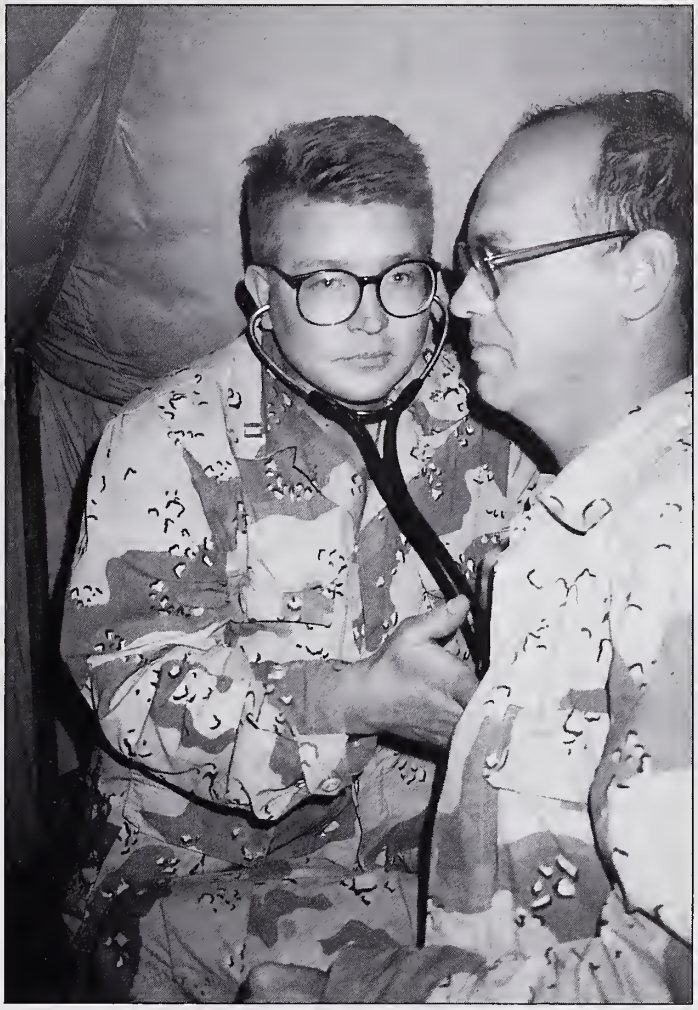
Senior Chief Hospital Corpsman John Schuchart is an expert on the air war even though he admits he didn't see a single bomb fall.

"I saw the results . . . holes in the ground, burned up vehicles and shell-shocked Iraqi troops," he said. "The pounding the Air Force and Navy jets put on those people was tremendous — just the thing to really soften them up.

"We were very busy just prior to the ground war . . . not treating allied soldiers, but Iraqi Enemy Prisoners of War [EPW]," Schuchart said. "Three hundred of them . . . scared, skinny and looking for a place to lie down. The air war had really taken a toll on them, and they were grateful for the humane treatment the Americans were giving them.

"We had a Kuwaiti medical student as our interpreter. From what I gather, none of the Iraqis we treated were very enthusiastic about the fight they'd gotten themselves into, but they were enthusiastic about the bombs — a lot of ringing in the ears. After a month of explosions they were glad to hear it come to an end," he said. "When they gave up, they were so relieved that they had weathered the bombing because they all knew soldiers who hadn't.

"The EPWs were surprised at the kindness with which they were treated by the Marines and soldiers who captured them. 'George Bush good' and 'Thank you, Americans' was all the English some of them knew, so they



Far left: Corpsmen consult a map in preparation of an upcoming move. Above: LT Mackey examines a patient in his makeshift office north of Kuwait City. Below: Shortly after the cease-fire, signs began to pop up all around the tent city. Those signs reflected the opinions of each Marine and sailor after a job well done.

kept saying that over and over again.

"I knew that once the ground war started it had to be done the right way. After seeing the condition of those who came across before our troops rolled into Kuwait, I figured that we'd be able to handle the forces against us, but no one could have imagined it would go so well," said Schuchart.

The beginning of the ground war was an anxious time for the corpsmen.

HM3 Paul Bise remembers, "I was just hoping that we didn't get the numbers of wounded that we were told to expect — 60 per day. We got nothing near it, but with everyone on the move, if the Iraqis put up a fight, we would have been busy."

The corpsmen were called upon to treat wounded Marines before the casualties were evacuated to Fleet Hospital 15 in Saudi Arabia.

"We treated mostly shrapnel wounds from grenades. We treated some brave Marines who, although wounded, wanted to keep going," said Mackey.

As casualties came in during the three-day sprint across the besieged Gulf state, the corpsmen treated, stabilized and transported the injured.

"The system worked," said Schuchart. "We got them ready to be moved, and they were airlifted to the fleet hospital. This operation worked the way it was set up. We trained and made it happen the way we trained."

The training, prior to hostilities, was mentioned by each of the medics. "We acclimated physically and mentally," said HN Jay Dowdy. "We had time to prepare. It wasn't like 'jump off the helo, climb a hill and the battle was all around you.' We all knew what to expect and what our jobs were. This thing has made us a really together outfit."

Even though the fight had ended, Mackey was still concerned about war-related injuries. "The Iraqis left all kinds

Top: A corpsmen loads his truck as orders to move out are received. Right: The red cross on the vehicle is a familiar symbol, but the inverted "V" was an allied sign of a friendly vehicle and kept corpsmen from becoming targets.

of mines. As a matter of fact, we are sitting very close to a mine field right now. This base camp is only temporary. Marines are out checking our next location now, and we'll probably move out tomorrow.

"The important thing that everyone keeps stressing is, 'Don't go into unmarked areas,' and 'Don't pick up any ordnance or souvenirs.' We made it through the war, and it would be a shame now to lose anybody because of a mental lapse."

The men arrived in Saudi Arabia on Christmas Eve and celebrated Easter in the desert. Holidays, especially such traditional holy days, are tough on Marines and sailors here. "At Christmas this was a brand-new experience. We missed our families, but our minds were occupied," said Mackey. "But Easter was harder. We know that it's a little early to think about going home, but the war is over and once we're sure the Iraqis aren't going to try anything else we should be going home. All the forces feel that way."

With the afternoon sun drying freshly-washed camouflage fatigues, the corpsmen begin packing up in anticipation of the call to move out. "I suspect we'll get up to the border, maybe into Iraq, and establish a permanent base camp until the Kuwaitis get back on their feet.

"I hope we *do* go into Iraq," said Waterman. "Us crossing that border will let those people know how the Kuwaitis felt to have an army in their backyard."

Maybe Schuchart explained it best, "A lot of people are saying it was over so fast that it almost doesn't seem like it really happened. This war happened, and it was over quickly because it was fought smart.

"I saw proof that it happened — wounded Marines. If anyone tells you that this was easy, don't believe them. A lot of people worked long and hard to make this look easy, but war, even a short one, is a difficult thing."

The difficult thing is in the past for the medics. They crossed into Kuwait and will soon move into Iraq. The dangerous undertaking was completed without the slightest thought of retreat.

They stood at the stream and knew that a General crossing the water in arms was an act of war. At last Caesar, lost in thought, looked up and said, "The die is cast." The Roman legions followed him across the Rubicon, and the civil war that would make Caesar master of Rome was begun. □

Bosco is a staff writer for All Hands.

Left: Life in the desert with the Marines. Navy corpsmen stationed with ground forces must endure the same arduous conditions that the Marines face. Above: Stopping long enough to hand-wash clothing, the corpsmen were grateful for the "down time."

Painting a new picture

Haze gray and red lead aren't the only hues in the color scheme of today's boatswain's mates.

Story by JO1 Steve Orr

It wasn't so long ago that the title "boatswain's mate" conjured up images of a paint-splattered seaman armed with a chipping hammer in one hand and a paint brush in the other with a tattoo on a bulging forearm — favorite colors: red lead and haze gray.

Because of that picture, boatswain's mates of the past were painted into corners as "deck apes" and "deck techs." Members of the Navy's oldest rating will tell you that they are responsible for many "down and dirty" jobs such as deck and hull maintenance and preservation. However, the scope of their jobs encompasses much, much more — from running underway replenishments on ships to driving liberty boats. A few are even given command of small vessels.

The knowledge involved in the rating goes beyond what may normally be expected of any other job specialty. Boatswain's mates must know the skills of an aerographer's mate, gunner's mate, signalman and quartermaster, just to name a few. They must also possess the social skills of a dancing master.

They are the enlisted keepers of Navy protocol, providing honors for ceremonies such as retirements and changes of command. They even keep old traditions alive on a daily basis, as evidenced by the use of the ancient boatswain's pipe over a ship's modern announcing system.

The opportunities for today's boatswain's mate are as vast as the hull of USS *Inchon* (LPH 12) — and include far more than chipping and painting.

Yet the negative image of the professional paint chipper persists, despite the fact that no matter where you turn, there are people in today's Navy that will knock the stereotype on its ear.

One person who has bucked the stereotype, BMCM(SW) Carey Dubberly, encountered the attitude early in his naval career. Dubberly serves as command master chief for Special Boat Unit (SBU) 20, part of Special Boat Squadron 2 out of Naval Amphibious Base Little Creek, Va.

"I came into the Navy in 1965 as a radarman," Dubberly said. "What I really wanted to do was drive boats. I told the operations officer at my first command, USS *Rockbridge* (APA 228), what I wanted. His answer to me was 'Nobody wants to be a dumb boatswain's mate.'"

This didn't deter Dubberly from accomplishing his goal. He became a boatswain's mate and was driving tugboats as a petty officer second class. "That was a job usually handled by a first class or chief," he said proudly.

Now Dubberly is in charge of young sailors, including boatswain's mates, electronics technicians and enginemen, who operate boats in support of intelligence, communications and Sea, Air and Land (SEAL) team insertion operations.

"I really like what I'm doing," he said. "I feel this job offers me advantages that I wouldn't have enjoyed if I had not become a boatswain's mate.

"One of the biggest pluses for me is that I can work outdoors. When I was on heavy cruisers, all we did was chip and paint the bulkheads and work on the decks. I never could stand to work indoors."

Another thing Dubberly enjoys is the caliber of the sailors who work for him.

"The guys who work on this job are not regular sailors," he explained. "They have to know so much, from weapons to electronics and more. These guys even have to be ready to step in and take over if a SEAL gets hurt."

One of those sailors, BM2 Aberardo Vargas, said he's prepared for whatever he may be called upon to do.

"I'm ready to deploy at a moment's notice," Vargas said. "We just haven't been called yet."

Vargas is another of the many boatswain's mates whose accomplishments have done much to dispel the decades-old stereotype. He entered the Navy in 1983 and worked as a deck seaman on board USS *Hermitage* (LSD 34).

I was on *Hermitage* about three years before I decided to become a boatswain's mate," Vargas recalled.

BM3 William Davis takes the helm of a patrol boat assigned to SBU 20 in Little Creek, Va. Davis acts as the craft's gunner and assists in electronics and engineering repairs as well.

Photo by JO1 Steve Orr

Boatswain's mates

From that point on, Vargas took advantage of the many opportunities the rating offered him. When he arrived at SBU 20, he qualified as boat captain on the various craft the unit operated. He has also cross-trained in engineering, weapons, communications and patrol tactics and has even qualified as a parachute jumper.

"I started working on the rigid inflatable boats back in 1987, when they were first introduced," Vargas said. "They are used for a lot of different things, including intelligence gathering and other SEAL operations."

Vargas expressed his plans to use this atypical boatswain's mate experience if he ever decides to leave the Navy. "I've already taken an exam to see if I can work as a government customs investigator," he explained. "If I ever get out, I should be able to do for the government what I've been doing here for the Navy."

A fellow boatswain's mate at SBU 20 echoed a similar goal. BM2 Keith Burcham, a crew member on one of the patrol boats at Little Creek, said that he also plans to use the experience he's getting in the civilian world.

"The work that I've been doing as a boatswain's mate here is marketable in the civilian community," said Burcham, who came into the Navy in 1985. "Besides the security aspect of this job, I can also get work in a shipyard, or with a big manufacturer operating equipment or handling hazardous material."

While there are those in the rating who are already looking to a future in the civilian world, other boatswain's mates are looking to the challenge of continuing the time-honored traditions of their job.

One former boatswain's mate, now acting as the ship's "bo's'n" on USS *Dwight D. Eisenhower* (CVN 69), has been carrying on the tradition since the early 1970s. CWO2 Jim Coker, who first served on "*Ike*" as a second class back when the carrier was commissioned, said he originally joined the Navy to avoid going into the Army.

"This was during the draft," Coker said. "I really didn't want to hump backpacks in the dirt, so I joined the Navy. I almost didn't get in because my number had already been pulled."

Coker admitted that becoming a boatswain's mate was not his first choice. "When I came in, I wanted to be a hull technician, because it was the type of work I was familiar with," he said. "I was sent to a ship as a seaman, back when you didn't have a choice of what you wanted to do. I worked on becoming a fireman — I did all the courses and completed all of the requirements. However, circumstances at that time kept me from achieving that goal. So I remained a seaman."

He immediately used what many would have been perceived as a setback to the best advantage. "I struck for boatswain's mate," he recalled. "I really enjoyed working in the rating. I took the test for boatswain's mate third class

Top: BM2 Aberardo Vargas (center) puts a rigid inflatable boat through its paces on Chesapeake Bay. Right: Line handling during underway replenishment is one of a boatswain's mates many responsibilities. Above: Acting as an enlisted keeper of naval tradition, a chief boatswain's mate pipes a dignitary aboard ship.

Photo by PH3 Jeffrey Elliott

and made it. I went from E-2 to E-5 in two years. As an E-5, I became qualified to drive boats up to 65 feet in length.

"As a petty officer second class, I piped on the full Navy chain of command, from the President of the United States to the commanding officer of *Ike*. I made chief at 13 years. Two years after that, I put in for the warrant officer program and made that."

Coker said he remains satisfied with the decision he made long ago. "I could have done a lot of other things in the Navy, but I've never regretted becoming a boatswain's mate."

In spite of the success he's had during his career as a "deck tech," Coker said he still encounters less than flattering attitudes about his profession.

"I'm a high school graduate with two and one-half years of college," he explained. "A personnelman was going through my service record and asked me why, with my high test scores, I had become a boatswain's mate."

Coker speculated that those who perpetuate the old mindset about the rating just don't realize what goes into being a boatswain's mate. "There is so much more to the job than just chipping and painting," he said. "Even so, there is a technique to chipping paint that is almost as good and almost as fast as using a needle gun."

According to Coker, sailors fresh out of basic training are being indoctrinated with an attitude toward boatswain's mates. "The BM rating is still being used as a threat in many 'A' schools," he said. "New recruits are told that if they wash out, they'll be sent to ships to become boatswain's mates."

If young sailors had the chance to really see and experience what the job is all about, Coker said, they would come away with a greater respect for the Navy's oldest rating.

On *Ike*, many E-5s and below get that chance.

"On *Eisenhower*, newly-reporting junior personnel are sent to deck department for temporary duty before they go to their parent divisions," he said. "It really makes the new sailors appreciate the jobs they'll eventually hold. They realize that you actually have to possess some kind of intelligence to rig a line or qualify to drive the boats.

"It really blows them away to discover that 110 lives may depend on the skills of that E-5 who is driving their

Photo by JO1 Steve Orr

Left: In a rate as old as the stars and stripes, today's boatswain's mate meshes technology with tradition to accomplish the Navy's mission. Above: A deck division striker primes one of USS *Yellowstone*'s (AD 41) hatches.

liberty boat."

Coker also thinks an aircraft carrier is the perfect place for a boatswain's mate to experience the broad scope of his job in the fleet.

"On larger ships, like carriers, you get the opportunity to do and see everything the Navy has for a boatswain's mate — the latest cranes, rigs, boats — everything," explained Coker. "On smaller ships, they do underway replenishments, but they also tend to concentrate more on the preservation and maintenance of the ship. I think carriers provide the broadest experience for a boatswain's mate today."

There was no argument from BM1(SW) Steve Peterson, one of *Ike*'s top boatswain's mates. "The variety of things you have to do is very broad, but that's the way it is for the rating in general," said Peterson, who joined the Navy in 1978. "There are first class boatswain's mates in charge of their own boats, running tugs and amphibious landing craft. There are so many things that someone can do. There are even master chief boatswain's mates with their own commands."

Peterson is another boatswain's mate who has bucked the old image.

"I came into the rating as an 'A' school dropout," he admitted. "I was trying to get into an advanced electronic rating."

Even as a technical school dropout, Peterson paused before making his decision to become a boatswain's mate. "I had heard all about what it meant to be a boatswain's mate," he said. "There was a bit of hesitation on my part when becoming a boatswain's mate was presented to me as an option."

One thing that helped Peterson make a decision on the rating was the amount of responsibility a boatswain's mate has as a petty officer third class.

"It's pretty amazing to see," he said. "One day, a boatswain's mate seaman can be working with other junior personnel on a working party. He becomes a boatswain's mate third class and — boom — he's in charge of the working party. A BM3 is supervising field days while a third class in another rating is still swabbing decks."

Peterson said he's continuing to make the most of his career as a boatswain's mate. "I'm staying in," he said. "I'm going into recruiting next. After that, I want to continue getting the most challenging jobs they can give me. I'll take it."

Today's boatswain's mates seem to be more motivated than many of those in years past, Peterson said. "A lot of guys in the rating today aren't satisfied to just sit on their laurels. When I was coming up through the ranks, I saw a lot of BM1s who were happy to just sit back in a corner once they reached a certain point in their career." Today, most guys reach for all the challenges they can get."

An outstanding example of this renewed attitude is BM3 Phil Gesaman, another proud *Ike* boatswain's mate. Gesaman already had a degree in biological science when he came into the Navy in 1989 and is planning to use his degree to further his naval career.

"I'm planning to do my 20 [years] in the Navy, hopefully part of it as an officer," Gesaman said. "I've got my paperwork in for one of the officer programs."

Gesaman, like other boatswain's mates in the Navy, had initially considered getting into another rating. "I originally wanted to come into the Navy as an electronics warfare technician," he said, "but I found out I would have had to wait 18 to 24 months for 'A' school."

Photo by JO1 Steve Orr

U.S. Navy photo

Above: Modern boatswain's mates may pilot a variety of craft in today's Navy, including the rigid inflatable boat used in SEAL operations. Left: A USS *Enterprise* (CVN 65) crew member sands a capstan on the ship's fantail. Work outdoors attracts many sailors to the boatswain's mate rating.

The young seaman made the decision to become a boatswain's mate after spending some time in deck department. "I was surprised at how many different things you could do as a boatswain's mate," said Gesaman. "The scope of the job is tremendous.

"I think that being in the rating has been a good opportunity for me. For example, as the boatswain's mate of the watch, you're elbow-to-elbow with the bridge officers. You get a good feel of how the ship runs.

"I'm still learning the job. This is a rate where you learn something new every day."

Gesaman admitted that he hasn't run into many people who still treasure their old prejudices about the boatswain's mate. He said that he's met far more people who wanted to help him reach his goals, but added that the responsibility for success still exists with the individual.

"There are people who are willing to help you along the way," he said. "It gives me a lot of incentive, but it also makes me realize that if you want to get anywhere in the Navy, you've got to go after it yourself." That's pretty bold talk from a sailor in a rating that many thought was only motivated by flaking bulkheads and fresh, unopened cans of paint.

There are at least six boatswain's mates who are ready to take their favorite tools — chippers — to that antiquated point of view. □

Orr is assigned to NIRA Det. 4, Norfolk.

Modern explorers

Boldly going where no one has gone in a helluva long time

Story by JO3 D.N. Kennedy, photos by PH3 Jeffrey B. Chase

As the 100-pound deck plate is chipped free of its corroded shackles and hoisted away, the eerie dark of the steel cavern makes way for the first light in more than a decade.

An inquisitive face appears in the hatch above to behold a new challenge — a 40-foot deep floodable tank whose sole entrance is on the fourth deck of USS *Enterprise* (CVN 65). The face disappears.

A moment later, a man slowly descends into the mouth of the cavern, inching his way into the unknown depths. A few minutes later four more men follow.

Systematically they descend to the base of the cavern to look around. And who knows what they'll find. Each day it's different. That's what makes it exciting — perhaps far more exciting than a division called "tanks and voids" should be.

Despite the "ho-hum" name, "Big E" tanks and voids division is alive with the spirit of adventure, which is very important since there are no formalized procedures for carrying out the tasks they are required to perform during the ship's first refueling in 20 years.

"We are doing something that is not traditionally done by sailors," explained LT John Pritchett, tanks and voids assistant division officer. "We're doing things that haven't been done before."

Photo by PHAN Robert Goza

Left: A member of the tanks and voids division sneaks a peak into a void that hasn't seen light in more than 10 years. Above: AS3 Michael Babcock peers up from one of the 700 spaces which USS *Enterprise*'s tanks and voids division is tasked with refurbishing.

The division is responsible for inspecting, chipping, painting, welding, cleaning and replacing pipes in approximately 700 tanks and voids — each with an average surface area of 5,000 square feet. Additionally, they maintain a detailed production task control form log of each space, which includes discrepancies, the amount and type of work done in each space and the work which remains to be done.

"We have more work to do than we have time for," said Pritchett. "With all this information documented, it will be much easier for the next set of people who have to do this job because they won't have to inspect each space. They'll be able to go directly to the areas where work needs to be done."

The work package for tanks and voids is estimated to require up to 750,000 man-hours for completion. Unfortunately, with the limited number of workers the division is allotted, Pritchett estimates that only about one-third of the man-hours will be applied. That leaves a great deal left to do, making it essential to repair priority discrepancies first and save the minor ones for later.

According to LCDR Kevin Ritter, tanks and voids division officer, the work being done by his 56 men, if contracted out, would cost about $120 million. With each of them responsible for $2.1 million worth of work during the next three years, it is imperative that they find the best way of doing things.

"We are all learning this job together," explained Pritchett. "It is essential that we encourage everyone from E-1 on up to give their input on how to do the job better. With everyone in the division putting their heads together we can develop methods that will serve as operating

A power grinder is handed through the only opening of a void on USS *Enterprise* to a tanks and voids division member.

procedures in the future."

While building an operating procedure from scratch can prove to be quite challenging, it can also serve as a motivation for the sailors assigned to the division. Such is the case for Weapons Technician 3rd Class Derek Perry, tanks and voids crew leader.

"It feels good to see that they are taking our input seriously," said Perry. "Every other day at quarters we talk about problems that are coming up, and our input has changed the way we do things. It's rewarding to know that our input will have lasting ramifications on what happens on reworks in the future."

Tanks and voids has taken bold steps in efficiency, providing their own safety observers and gas-free engineers. This reduces down time caused by waiting for outside personnel to get around to them. They also provide their own welders to repair minor damage in the tanks.

Many of the tanks are of odd shapes with uneven floors and curved walls. Senior Chief Air Traffic Controller Del Stokes designed special scaffolding to conform to these oddities. Also, the lack of specific guidelines requires them to create their own planned maintenance subsystem cards as they go.

"These are the types of things we have to do to get the job done," said Pritchett. "The better we do, the easier it will be in the future for *Enterprise* and other ships who must undergo this evolution."

Safety is a major concern in tanks and voids division. Each space must be tested by WT1 Lynn Rivenburg, Aviation Electronics Technician 1st Class Dennis Tate or Aviation Boatswain's Mate 1st Class James Winfrey, the division's gas-free engineers, before it can be entered. Rust in the tanks takes a lot of oxygen out of the air, and hydrocarbons are produced from petroleum products within the tanks. The spaces are thoroughly ventilated prior to entry, then the first one in is a gas-free engineer who wears a safety harness.

The constant danger of explosion looms in the back of everyone's mind. The high viscosity paint and other chemical agents used in their work creates fumes with a flash point of only 45 degrees Fahrenheit. Special lighting must be used at all times and whenever possible, electrical equipment is avoided.

The element of danger lends excitement to the job, explained Perry.

"When you are going down the ladder of a tank that no one has seen for 10 years or so, and you know that the surfaces you are stepping on might

Below: A gas-free engineer checks a newly opened JP-5 fuel tank for potential breathing hazards. Right: AT3 Steven Knoll untangles some of the hundreds of feet of safety lighting cord that the tanks and voids division needs to see in the unlit spaces it is charged with refurbishing.

very well be slippery with rust and moisture, and you have no idea what condition the ladders are in that lead to a steel floor 40-feet beneath you, you can really feel your blood pumping. There is a lot of adventure in this job."

That type of adventure keeps the men of tanks and voids interested in seeing what challenges lie in store in the next space. But of course, the more spaces they enter, the more they realize how much work there actually is to do.

"It's definitely going to be a three-year job," said Airman Recruit Chuck Creswell. "We're going to be busy for a long time in some of those spaces."

According to Pritchett, things will get a lot busier once the ship is in drydock. Anything under the water line tends to have a lot more condensation. The special paint used by the division to refurbish the tanks cannot be applied in these conditions. "Once we are out of the water we can really start getting into the work.

"The job these men are doing will significantly aid in a longer life for *Enterprise* and assist in laying the groundwork for other ships as well."

As the overhaul progresses, the excitement of breaking new ground will give way to the routine of following tested procedures to get the best results. But for the 56 men who were given the challenge of starting from nothing and having so much expected of them, there will be more than that. They can look at a procedure they perfected and know the ins and outs perhaps better than anyone in the Navy.

They will have lived the adventure of exploration in the dark mysterious caverns scattered within *Enterprise*, and only they will know what it was like in the beginning. □

Kennedy and Chase are assigned to the public affairs office, USS Enterprise *(CVN 65).*

Port harbor security

Interservice coalition kept ships safe

Story and photos by JO1 Lee Bosco

The amount of activity in the ports of Dammam and Jubail, Saudi Arabia, and Bahrain during the Gulf War must have drawn the attention of terrorists. These receiving and staging areas, loaded with munitions and tended to by thousands of foreigners must have presented a mouth-watering target. Yet, not a single terrorist attempt was made on these vital ports.

And while Middle East terrorist actions were at a low during *Desert Shield/Storm*, any fanatic loyal to Saddam Hussein could have decided to try to carry out the Hussein-directed *Jihad* by interrupting the flow of arms, food and people by attacking these vital ports.

They didn't. And a big reason why they didn't was the aggressive manner in which the Navy-Coast Guard Port Harbor Security Group protected those ports. Headquartered in Bahrain, the security group had detachments in the two Saudi Arabian ports as well as their headquarters operation.

"The security group at each of the ports is made up of three components, a water-borne, quick-response Coast Guard unit [Port Security Unit (PSU) 302], a [Navy] Mobile Inshore Underwater Warfare Unit [MIUWU 202] and a Navy diving unit," explained CDR Lance Benham, the group's commander. "The Coast Guard unit is made up entirely of reservists, as is the MIUWU. The divers are regular Navy. So this operation is really a mini-coalition. It marks the first time that this concept was put into action."

"The idea was to identify a threat as far away from the port as possible," said Coast Guard LCDR Vince Lombardi, executive officer of PSU 302. "That's where MIUWU 202 comes in. They set up a surveillance and communications van on each pier. Their equipment is so sensitive it can pick up a single combat swimmer in the water. Any suspicious contact is reported to my guys in the small boats, and we check it out. If the contact is a free-floating mine, then the Navy EOD [explosive ordnance disposal] divers are called in to dispose of it safely. That's how the three units interact."

Each of the thousands of routine contacts the security group has checked out follow the same pattern. Inside the MIUWU trailer, operators using thermal imaging and visual imaging systems scan monitors that alert them to any suspicious vessel or activity in the protected area. Once a contact is confirmed, MIUWU communications specialists are immediately on the radio to the Coast Guard unit in the harbor.

Aboard the small boat, a team of Coast Guard men and women, and a representative of the host nation, speed to intercept the contact. Lombardi admits that during the build up and the war, all contacts were of an innocent nature — lost fishermen or

Far left: USS *Missouri* (BB 63) gets a good looking over from members of the Port Harbor Security Group during a hull inspection in Bahrain. Left: A Coast Guardsman, with weapon close at hand, gets evening orders from the security group's headquarters.

port vessels which had unknowingly entered the protected area. But according to some team members, these seemingly innocent mistakes could have been tests by Saddam's sympathizers to calculate the opportunity for an attack. No interloper was treated as non-threatening.

"Each contact *was* the real thing," Lombardi said. "In each of the three ports we were being watched — nothing goes unnoticed in this part of the world. Our response time got fast and faster as we maintained high-tempo operations from mid-November through the war and into the drawdown."

The group's ongoing operation acknowledges the three port facilities could still be targets of international terrorism even though the war is over.

"We brought a lot of equipment and ammo into this region, and it all has to be shipped out," said Benham. "The ships are most vulnerable in the harbor. When they come into an area of restricted maneuverability, they rely on us to be their eyes and ears."

Lombardi said added responsibility was given to his Coast Guard unit at the port of Bahrain due to the large number of Navy ships pulling into that harbor. "Because of the ongoing Navy presence here, Navy ships frequently pull in for supplies. The other ports get freighters loaded with equipment," he said.

Protecting ships like 7th Fleet flagship USS *Blue Ridge* (LCC 19) and USS *LaSalle* (AGF 3), while in port, is an around-the-clock responsibility. In fact, all Navy ships at anchor or pierside at the ports were under constant surveilliance by the PSU.

"Our boats are small enough to get up next to the ships so, the Coast Guard team can conduct hull sweeps," said Benham. "A visual inspection of the ships' hulls is a back-up security measure in case someone slipped into the water from the pier and attached an explosive charge to a ship. In all the sweeps we performed, we didn't find a single thing that was out of the ordinary."

The security group operated 24-

Photo by PH2 Milt Savage

Top left: Patrolling the harbor with a host national, the small boat unit looks for any suspicious vessels. Bottom left: The converted warehouse that was transformed into a base of operations for the war. Left: All maintenance had to be done on the spot and very quickly. The unit could afford no down time due to its limited resources and its crucial mission.

hours-a-day beginning mid-November 1990. "During *Scud* alerts here [in Bahrain] and in Saudi Arabia, these units operated without interruption," said Benham. "That means full MOPP [Military Oriented Protective Posture] gear because those alerts were an opportune time for an attack. The enemy may have thought that everyone hid in shelters whenever they launched a *Scud* in this direction. If that was their thinking, they would have been sorely mistaken and rudely surprised. If they tried *anything* we were ready for them."

Lombardi has praise for the entire security group. "The remarkable thing about this operation is that these three units — the divers, the MIUWU and the small boats — trained to put this concept into action separately," he said. "It really wasn't feasible to get us together because we are all from different parts of the country. The Navy reservists manning the MIUWU are from New Hampshire, we are from Cleveland and the Navy divers are from the fleet. So, we really didn't know if we could come together and be so effective this quickly, but everything has gone smooth as silk.

"The fact that most of us are reservists makes me even prouder. We have contributed in a big way to the war. This is really what the Reserve Force is all about."

Benham said that the Navy has learned valuable lessons from this operation. "We have proven that this kind of interoperability is extremely valuable," he said. "All military services have to be flexible — able to adapt to the new kinds of missions we'll face in the future. We also must acquire the latest hardware and technology, such as the equipment used by the MIUWU. If this war proved anything it proved that technology makes a big difference.

"The only thing that can remain the same are the people — they are outstanding. The quality of people in the military was proven over here, not to mention the quality of their training."

And, although the Security Group wasn't "looking for a fight," they came to the Middle East fully expecting one. "We had rules of engagement and, if need be, we would have stopped an attack at any cost — by whatever means at our disposal," said Benham. "It was just as well — for the enemy — that it didn't come to that. We're happy that the message our presence sent was received — anybody who attacked these ports would have to have known they were on a suicide mission." □

Bosco is a staff writer for All Hands.

Forrestal learns

Story by LTJG John M. Wallach, photos by PH1(AC) Scott M. Allen

One hundred miles north of Key West, Fla., the 89,600-ton aircraft carrier USS *Forrestal* (CV 59) plies the still, turquoise waters of the Gulf of Mexico. Her decks are peppered with the colors of flight operations, as purple, green, yellow, red, brown, white and blue shirts stand ready to receive their precious cargo — U.S. Navy pilots and their aircraft. The crew has participated in flight operations before, but this time will be different.

Four miles away, a flight of four TA-4J *Skyhawk* trainer jets approaches from the south. In each, a wide-eyed student naval aviator prepares for the ultimate test — landing on a 1,040-foot floating runway. They've all done it before in T-2 trainers, but this time will be different.

As the flight passes over the carrier, the leader banks his orange and white trainer hard left. Looking over his shoulder, he can make out the large white numbers painted on the carrier's massive bow. Conspicuously absent is the familiar "16," the hull number of the venerable training carrier USS *Lexington* (AVT 16). In its place is *Forrestal*'s telltale "59." The student takes a deep breath, settles into his seat and carefully guides his

Lexington's lessons

Skyhawk into the "groove." He knew this time would be different.

Earlier this year, *Lexington* pulled into her Pensacola, Fla., homeport for the last time to prepare for her sure-to-be emotional decommissioning in November. Until *Forrestal* permanently takes *Lexington*'s place as the Navy's training carrier in early 1992, fleet carriers will be used for student carrier qualifications (CQ). All eight of the Navy's strike training squadrons took part in a week-long session aboard *Forrestal* which began March 27.

Qualifying students aboard an aircraft carrier is tricky business, even aboard the trusty "Lady *Lex*." Factor in a new platform for the students and unfamiliar aircraft for the carrier's flight deck crew, and the result is enough to make even the saltiest of air bosses a little nervous.

But the Navy has built its tradition on versatility and flexibility. These longstanding attributes, inherent in the way the Navy does business, ensured solid cooperation between *Lexington* and *Forrestal* — between the training community and the fleet — and *Forrestal*'s round of training CQs turned out to be just another week at the office.

The cooperation started the minute CAPT Bob Cole, *Forrestal*'s commanding officer, learned his ship would be taking *Lex*'s next round of CQs. Preparations included briefings by training experts from the Chief of Naval Air Training staff and *Lexington*.

"The training command representatives and members of *Lexington*'s crew were very helpful in explaining the rules that one operates under when dealing with student naval aviators," Cole explained. "We had schoolhouse on the way down here on how to handle the training aircraft — sort of a training stand down. It has been superb cooperation on everyone's part."

In addition to the briefings, which included a somber videotape viewing of the October 1989 T-2C *Buckeye* crash aboard *Lexington* which killed five people, *Lex* embarked a detachment aboard *Forrestal* for the qualification session.

The team included *Lex*'s air boss, catapult officer, flight deck officer and several aviation boatswain's mates. Serving in an advisory role, the detachment of *Lex* sailors made sure their fleet counterparts were fully aware of the different requirements and peculiarities of student CQs.

Senior Chief Aviation Boatswain's Mate (Handler) Frank Lynch brought four team members from his division aboard *Lex* to work as technical advisors on *Forrestal*'s flight deck. Lynch's primary responsibility was preparing *Forrestal*'s flight deck crew to handle the different equipment required for launching and handling training aircraft.

Forrestal's plane handlers faced several unfamiliar pieces of equipment and procedures. As each TA-4 trapped aboard, *Forrestal* blue shirts raced to the planes to attach tiller bars to the nose wheel assembly. Then, following hand signal guidance provided by yellow-shirted aircraft directors, the blue shirts used the bars to steer the *Skyhawks* to the bow catapult for launch or to the carrier's stern for refueling.

In addition, T-2s had to be fitted with intake screens after trapping aboard, and both jets, unlike fleet aircraft which are equipped with integrated launch bars to attach them to the catapult, required a bridle hook-up for launch. Despite the "new" equipment, *Forrestal*'s crew performed flawlessly.

"They really did a great job getting used to the new equipment," Lynch said of *Forrestal*'s flight deck crew. "But it was invaluable training for our crew too. It was good to be able to take some CQs aboard a fleet carrier."

In view of *Forrestal*'s planned transition to training carrier status, Airman Apprentice Michael Clark, a *Forrestal* blue shirt, was thankful for the opportunity to train with *Lexington* sailors. "It's good to learn it now, while we can," he said as the last T-2 left the ship.

The cooperation between *Lexington* and *Forrestal* sailors during the joint round of CQs also drew rave reviews from the student pilots, who

Far left: A bow safety crewman signals "all clear" to his catapult officer. Center: A *Forrestal* flight deck director uses body language to communicate with his blue-shirted shipmate. Left: A plane captain gives a "thumps up" as his aircraft taxis to the catapult. Below: A student takes his T-2C *Buckeye* through several touch-and-go landings before trapping aboard *Forrestal*.

praised the efforts of the deck sailors they depend on for fuel, handling and above all, safety.

"The flight deck crew was phenomenal; they were like machines," said LT Jeff Brown after parking his *Skyhawk* back at Naval Air Station Key West. "They really bent over backwards for us." Brown, a student from Training Squadron 22 at NAS Kingsville, Texas, and one of the first to qualify aboard *Forrestal*, is a former H-2 *Sea Sprite* pilot from Helicopter Anti-submarine Squadron (Light) 32 based in Norfolk.

And what did the students and their instructors think of the future training carrier? "It's a good deck and a good boat," said LT Ross Myers, a VT 22 landing signal officer. "She's more of the size of what [the students] are going to see in the fleet."

The statistics, however, show little favoritism. Of the 76 students who took part in the round of CQs, 61 qualified — roughly the same percentage achieved aboard *Lex*.

At a time when the world and the Navy were still caught in the wake of Operation *Desert Storm*; when other carriers and battle group units were returning from a job well done in the Persian Gulf, *Lexington* and *Forrestal* were busy ensuring the future of the very base of the Navy's aviation muscle in a different gulf. When *Forrestal* assumes the watch as the Navy's next training carrier, she and her dedicated, professional crew will be ready.

"The hands-on exposure our sailors are getting out here is invaluable," said CDR Tom Lennon, *Forrestal*'s executive officer. "You can't teach experience, but you can teach lessons." □

Wallach is director print media division, Navy Internal Relations Activity. Allen is a photo journalist for All Hands.

An invisible pollutant

The Navy fights the radon threat

Story by Pat Swift

Chances are you have heard and read about radon gas — that it may accumulate in homes and other buildings and pose a health risk. You're no doubt aware the Environmental Protection Agency (EPA) has recommended homeowners test their homes for radon, and take steps to reduce the radon level if it is unusually high. Perhaps you have wondered what the Navy has done to respond to this newly discovered problem. What exactly is radon, what risk does it pose and what is the Navy doing about it?

Radon is a naturally occurring, invisible, odorless, tasteless, radioactive gas. It is produced from the natural radioactive decay of uranium to radium, and radium to radon gas, according to Wade Jensen, program manager of Naval Facilities Engineering Command (NavFac), Alexandria, Va.

Radon naturally breaks down and forms radioactive decay products. As you breathe, these particles can become trapped in your lungs. As they continue to break down they release small bursts of energy that can damage lung tissue and that may, like other pollutants, lead (after many years of exposure) to the development of lung cancer. Your risk depends on the radon levels breathed and the length of time exposed.

"Like any other type of carcinogen, the dosage to which a person is exposed may effect his health differ-

Courtesy of EPA

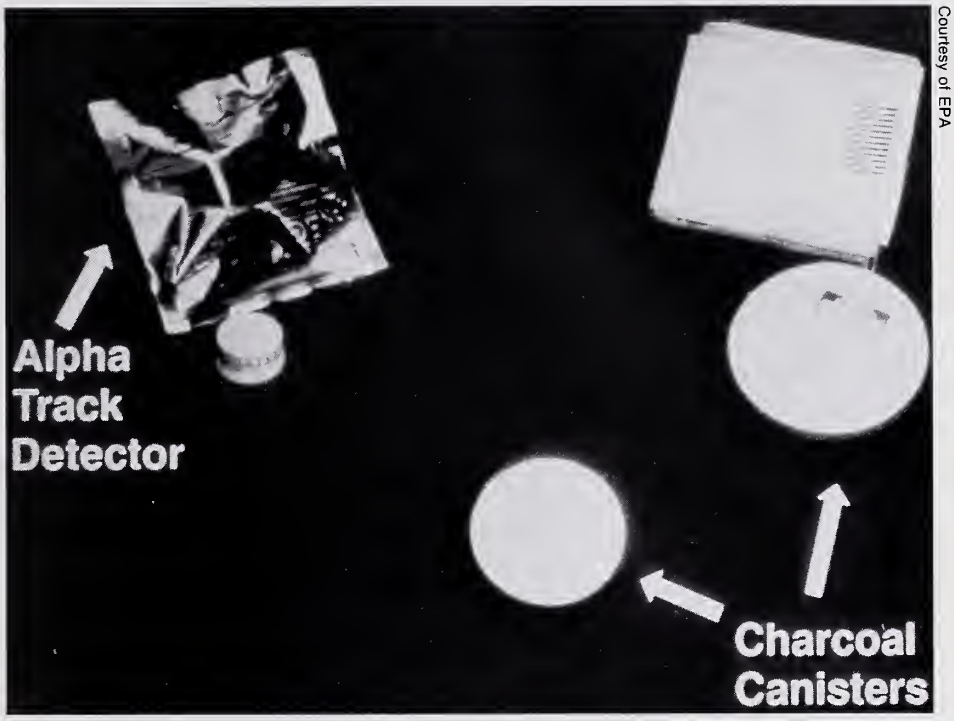
ently than the next person," Kristie Miller, public information specialist for the EPA said. "But you have to realize the risk of developing lung cancer is based on a person's lifetime cumulative exposure to radon."

Although an individual's risk of developing lung cancer is small, the large number of people in the U.S. population potentially exposed to the gas, makes radon a public health concern. The health of military personnel, their family members and civilian employees has always been a primary concern of the Navy. When it became evident that radon posed a public health and environmental problem, the Navy established an aggressive program to locate buildings with elevated levels of radon to reduce or eliminate the gas.

Radon can only be detected with special equipment. It moves through soil where it forms and enters buildings through openings [foundation cracks, sumps, weeping tile, loose fitting pipes and holes in concrete slabs] at ground level or in basements. The amount of radon reaching the interior of a building depends on several factors, including the amount of radium in the surrounding soil or rock, soil permeability, type of building materials used and weather.

Lower air pressure inside buildings, caused by a chimney effect from the wind, the loss of warmed or cooled air from a furnace or air conditioner, clothes dryer or bathroom fan, can help pull radon gas into a house or facility. Although not common, radon may occasionally be emitted from building materials, such as concrete blocks and stones, that contain radium.

Jensen of NavFac says that in the Northeast, specifically areas from New England down through Pennsylvania, better known as the "Reading Prong," have high concentrations of radon gas. He says radon readings tend to range highest in areas



Courtesy of EPA

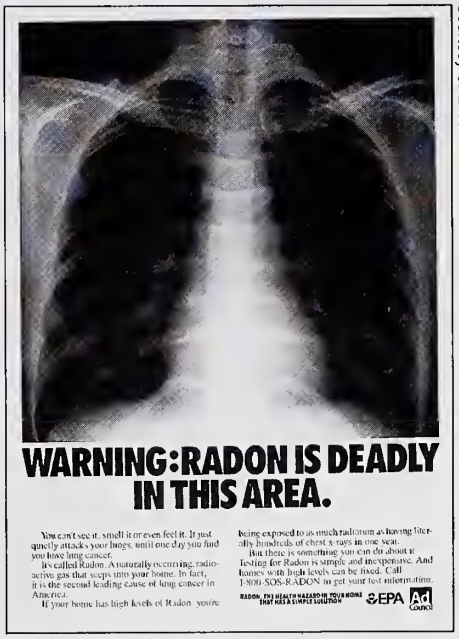
with high concentrations of uranium-bearing rocks, such as granite. The concentrations depend on the type of underlying geological formation in the area.

However, Miller adds that there are exceptions to that rule: "States like Alabama and Florida have been diagnosed as having some high levels of radon gas in homes, but the EPA does not regard these states as uranium states by any means; rather, they have a large concentration of phosphorus, which we believe contributes to the high levels diagnosed."

In some regions, water supplied from underground aquifers or wells contains dissolved radon from rock near those water supplies. However, "Construction materials and water are not a common source of indoor radon," according to Miller.

In 1988 Congress passed the Indoor Radon Abatement Act. Among other provisions, this law requires federal agencies, including the Navy, to conduct studies to locate where radon gas contamination is present.

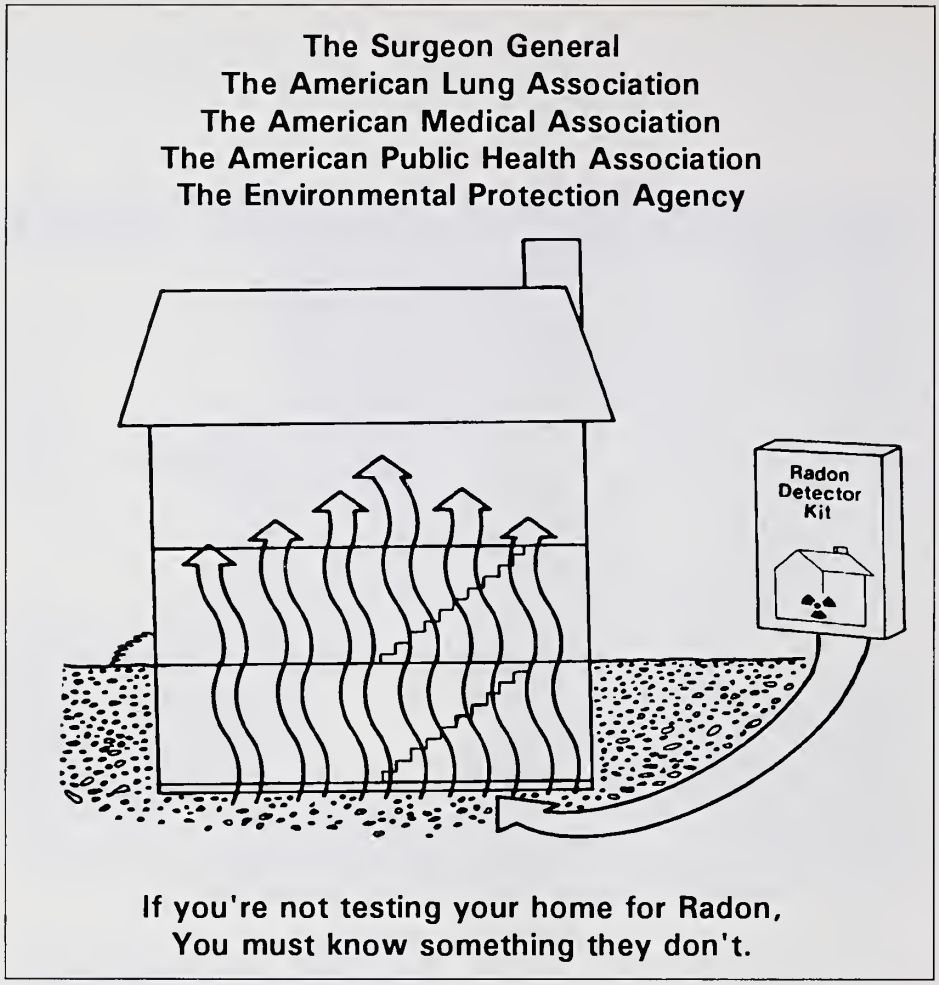
According to Jensen, NavFac



Courtesy of EPA

responded to these concerns about radon with the Navy Radon Assessment and Mitigation Program (NavRAMP), which began screening for radon in 1989, under an interagency agreement with the Department of Energy.

"The Navy is looking for buildings with elevated radon levels in excess



of the EPA's action guideline of 4.0 picocuries per liter (pCi/l) [one trillionth of a curie, the unit used to measure radioactivity]. We hope to complete the program before the end of 1996," Jensen said.

NavRAMP consists of four phases: initial screening (now completed) performed statistical sampling to survey Navy and Marine Corps housing areas for potentially elevated radon levels; a detailed assessment will sample all occupied buildings at installations where initial screening analysis identified a structure with an elevated level of radon gas; the mitigation phase will perform corrective actions to reduce radon levels below the EPA's guideline of 4 pCi/l; and post-mitigation will verify, through testing, whether the corrective actions were effective in reducing radon levels.

Indoor radon levels can be determined using alpha track and charcoal canister detectors. The alpha-track detector contains a special type of plastic that is sensitive to radiation in the air. Housing offices or public works' staff members will install and pick up the detectors. The detectors are placed near an inside wall for 90 days to one year, after which time the detectors are sent to a laboratory and the results reviewed.

Charcoal canisters, on the other hand, are used as a screening test to detect potentially high levels. The sampling period for these detectors ranges from two to seven days and they must be analyzed immediately after sampling. The charcoal canister is also used for post-mitigation testing because rapid results are desirable to determine if mitigation efforts were successful.

During the initial screening phase, according to Capt. Karl G. Mendeshall Medical Service Corp USN Radon Assessment Program Manager, more than 25,000 alpha track detectors were deployed at 239 Navy and Marine Corps activities worldwide. Sampling was performed in assigned family housing, schools, day care centers, hospitals, bachelor quarters and brigs. Measured radon levels at 67 percent of the activities were below the EPA's 4 pCi/l action guideline. The remaining 33 percent had one or more structures with levels above 4 pCi/L. Of these, only three activities had readings above 20 pCi/l, and no readings exceeded 70 pCi/l. All told, only 3.3 percent of all detectors used measured a radon level above the 4 pCi/l EPA action guideline.

Those activities with one or more readings above 4 pCi/l have been entered into the detailed assessment phase now underway. In addition, reserve centers and remote sites not previously screened have been included.

According to Jensen, the results of detailed assessments will be sent to the commanding officer or a designated base representative. Residents will be notified of the findings.

To date, the Navy has been able to temporarily mitigate the small number of homes with the higher levels to below 4 pCi/l pending permanent mitigation. Effective mitigation may involve techniques as simple as sealing cracks in building foundations or adjusting ventilation systems, but may sometimes require more complex solutions, such as installing a sub-slab ventilation system to divert the radon before it can enter.

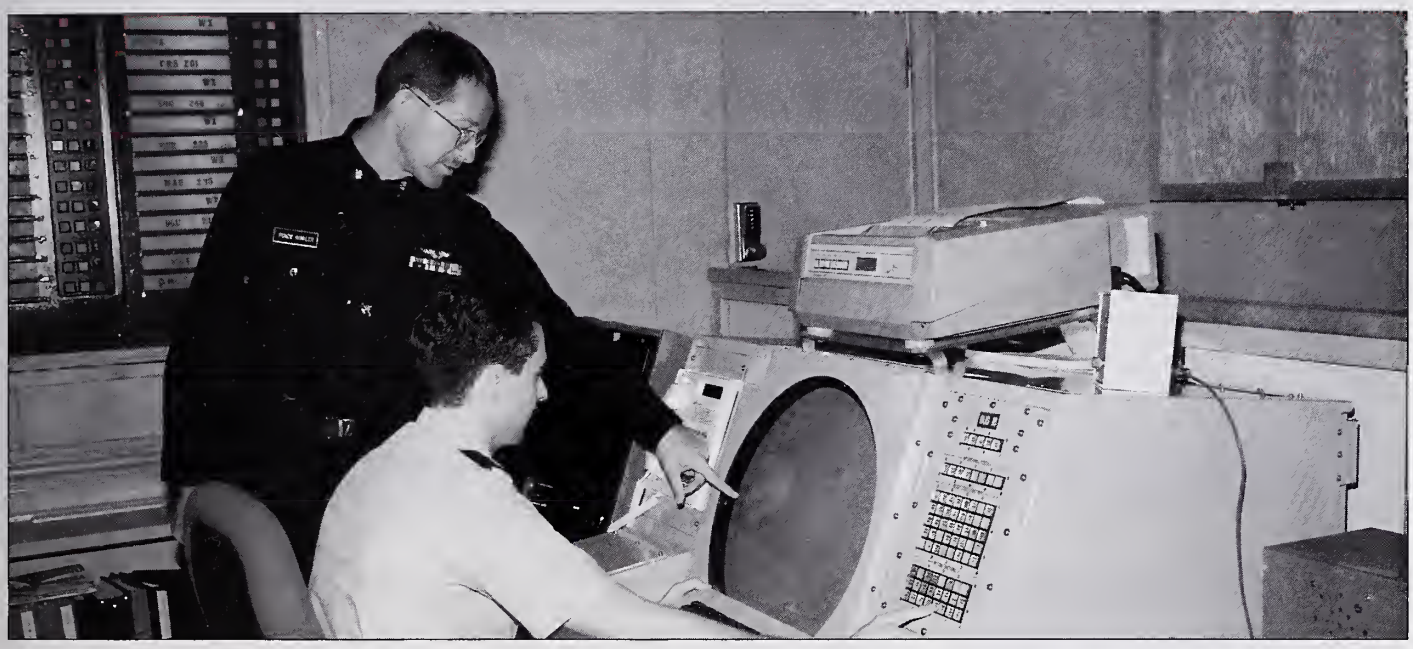
According to Jensen, mitigation of Navy facilities is estimated to cost a total of $71.5 million. Typical costs for mitigating an individual housing unit range from $1,500 to $2,000.

No matter what the cost, the fact is, radon is real. It's an invisible gas from underground and the large population of individuals potentially exposed makes it a public health concern that shouldn't be ignored. NavRAMP is the Navy's response to the radon problem. It is being carried out today to protect the health of our Navy and Marine Corps family now and in the future. □

Swift is a staff writer for All Hands.

Salyut's reentry

Story by JO1 David Rourk, photos by Air Force Senior Airman Ralph Rainwater



Above: LCDR John Winkler analyzes *Salyut 7* orbital data received by the Saipan sensor, as Air Force Capt. Scott Keller processes an ElSet.

"13138, decayed."

That was *Salyut 7*'s final entry in the U.S. Space Command's (SpaceCom) catalog of all man-made objects in space, ending the most highly-publicized re-entry since the *Solar Maximum* satellite in December 1989. The command's Space Surveillance Center (SSC) in Cheyenne Mountain, Wyo., entered the large, 40-ton Russian space station in its catalog April 19, 1982, as the 13,138th object ever tracked in orbit. The Russian satellite *Sputnik I* was the first satellite in space, launched in 1957.

Pieces of *Salyut 7* re-entered the earth's atmosphere and crashed into Central Argentina at 8:44 p.m. (MST) Feb. 6, lowering the total number of objects the SSC monitors by one to 6,759.

The re-entry was tracked by SpaceCom's Space Surveillance Network, which has 26 sensor sites worldwide with the mission to "detect, track, catalog and identify" all man-made objects in space.

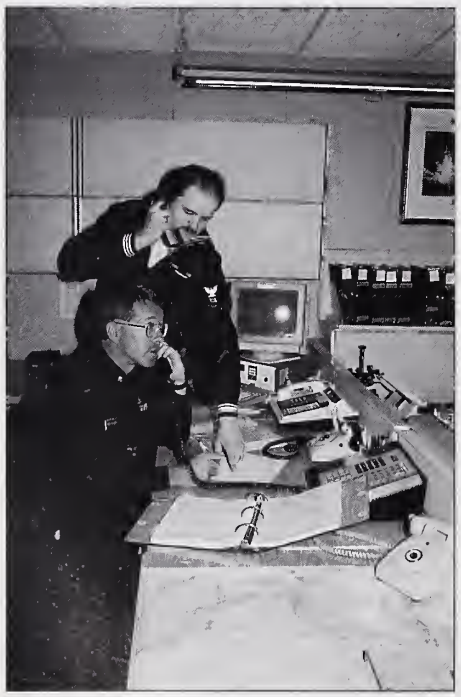
The SSC's Crew Commander, LCDR John "Fonzerelli" Winkler, and his three-man crew worked feverishly the evening of Feb. 6 to feed the ever-changing impact information to the U.S. State Department, the Federal Emergency Management Agency, National Military Command Center and the National Aviation and Space Administration (NASA), among other high-level agencies for dissemination.

Winkler, who reported to SpaceCom in February 1988, explained the changing predictions. "The atmosphere is a constraint that we are not able to accurately model when doing an impact prediction," he said. "Two days before the re-entry, the impact point changed four times, from the Western Mediterranean to the South Pacific, to Brazil to North Africa."

According to the 14-year Navy veteran, the atmosphere, constantly expanding and contracting according to solar activity, greatly affects the re-entering object's orbit. He also said as the time to impact decreases, the impact forecast increases in accuracy.

In his three years at SpaceCom, Winkler, a naval flight officer with more than 1,500 hours of S-3A flying time with Surveillance Squadron (VS) 33 and VS 37 based in San Diego, and nearly 300 traps aboard USS *America* (CV 66) and USS *Constellation* (CV 64), has become fluent on space matters.

Learning quickly, he completed the SSC's crew commander qualification training in just eight weeks vs. the allotted 12 weeks. "I learned how radars work. I learned how payloads work and how to conduct the mission of detecting, tracking, cataloging and identifying all man-made objects in



Top: This conventional radar on the island of Saipan was the last Space Surveillance Network sensor to track *Salyut*. Above: A ground trace is used to inform the Space Defense Operations Center of *Salyut 7*'s status.

space, and tracking new foreign launches worldwide," he said.

Winkler said he chose orders to SpaceCom "for the mission," believing "space really is the final frontier and the wave of the future."

With the predicted impact point six hours away, the world eagerly awaited each *Salyut 7* update from the SSC crew working in the Cheyenne Mountain complex, which sits under 1,750 feet of solid granite, built into a hollowed chamber within the mountain. The 100 million-year-old mountain protects SpaceCom and North American Aerospace Defense (NorAD) operational centers.

U.S. Air Force Captains Scott Keller and Jeff Clark, the crew's orbital analysts assigned to the SSC since mid-1986, were stationed at their large computer consoles, part of the largest, most complex command and control network in the free world.

As the 90-foot-long space station continued on its crash course with Earth, Keller watched the clock and his console waiting for *Salyut* to pass over another ground-based sensor which would enable him to generate a more accurate impact prediction.

At 6:45 p.m. MST, about 150 kilometers above Earth traveling 17,000 miles per hour, *Salyut 7* streaked through the radar "fan" of the Altair Radar on Kwajalein Atoll in the Central Pacific. The conventional radar used its detection antenna to transmit radar energy into space. It then alerted its tracking antenna to lock a narrow beam of energy on *Salyut* as it intersected the detector's radar fan. This radar, one of the oldest yet most accurate radars used by the Space Surveillance Network, successfully locked onto *Salyut* and established orbital data.

Within minutes, the sensor's observations, communicated via satellite, lit up Keller's console screen. He looked at *Salyut*'s azimuth, elevation, range and velocity information.

"Eleven seconds early," he relayed to the crew.

"It arrived at the tracking point 11 seconds earlier than it should have," said Winkler, an indication that it was re-entering quicker than expected.

Left: The north portal into Cheyenne Mountain leads to the complex, a windowless city set in a 4.5-acre grid of excavated chambers. Below: Air Force Capt. Scott Keller, OS2 Guido Sessa and LCDR John Winkler reference the space satellite catalog which contains more than 21,000 entries.

Keller immediately began to process and analyze the observation data to produce two differential corrections. In a matter of minutes he had the first one (called a general pertubation or GP) completed.

This GP established the new element set for *Salyut*. "All objects in space are described in an orbit by an ElSet," Winkler said. An ElSet is a mathematical calculation on an object updated from information received from the last sensor to see it. It is used to tell the next sensor when and where it should look for the object.

In the case of *Salyut*, its ElSet was changing by the hour as the earth's gravity pulled on it and the turbulent upper atmosphere battered it and slowed it down.

Keller quickly transmitted the new ElSet via satellite to other radar sensor sites so they would know approximately when and where to look for the object speeding through space.

With the first differential correction completed, Keller quickly crossed the center and began working on a powerful "number-crunching" computer to produce a ground trace. The ground trace shows areas of the world over which the satellite will travel and the most likely place it will reenter the atmosphere. This step takes approximately 30 minutes to complete.

At about the 25-minute mark, the captain had the ground trace in hand with the predicted impact point over Eastern Brazil.

As Winkler gave the word to notify the State Department and other key agencies of the prediction, he picked up the phone to notify NorAD's command director of *Salyut*'s status.

"One of our responsibilities is to keep the NorAD command director informed about where the satellite will enter," said Winkler. "With this information, he'll have an 'expected occurrence' and not a 'threat' when warning sensors go off in the area of the re-entry. The command director is involved with every re-entry because he has the responsibility of assessing whether North America is under a missile or air attack."

With everything in order, Keller settled back at his original console. "The radar on the island of Saipan in the Mariana Islands will be the last sensor to track *Salyut* before it impacts," he told the crew.

At 8:13 p.m. (MST), the captain's console lit up again. "Saipan tracked!" he informed the crew. "Thirteen seconds early."

The captain produced and transmitted another *Salyut* ElSet then returned to the computer to assess its impact point and give the world its final impact prediction on the threatening satellite.

The final impact prediction indicated a re-entry over Central Argentina at 8:44 MST. What remained of the spacecraft after its fiery re-entry into the atmosphere crashed in Central Argentina at 8:44 p.m. (MST), lighting up the night sky over the Andes. □

Rourk is assigned to the public affairs office, Headquarters, U.S. Space Command, Peterson Air Force Base, Colo.

Project *Handclasp* Italy

Navy families contribute to Romanian relief

Story and photos by JOC Kip Burke

What began as an effort by Navy spouses in Gaeta, Naples and Sigonella, Italy, to alleviate the suffering of Romanian orphans has culminated in the delivery of $1 million of medical supplies, books, toys and medicine.

The local collection efforts were combined with the Navy's Project *Handclasp*, a people-to-people program that collects and distributes humanitarian, educational and goodwill materials donated by industry, religious organizations and individuals with distribution by U.S. Navy service members.

Ultimately, some 70 tons of humanitarian materials were delivered to the Romanian capital of Bucharest in March by hand-picked sailors from Navy commands throughout the Mediterranean. The sailors then personally distributed the much-needed supplies to the people who needed them most — clothes for orphans, diapers for new mothers, English books for students. Other supplies would go to hospitals and nursing homes to ease the lives of the sick and the elderly.

U.S. Ambassador Alan Green Jr. said the thing that impressed the Romanians the most was that the U.S. Navy found time to bring these supplies so soon after the Gulf War. "To them, that shows the heart of the American people," he said.

The hearts of the visiting sailors were touched too, when they held toddlers in their arms at an orphanage. "They've got clothes and toys now," one said, "but look how they need love."

As truckloads of medical supplies and equipment were being delivered to a Bucharest maternity hospital, the hospital's Economic Director Dan Negut said, "Because of our situation after the revolution, we lack medicine, supplies and equipment. Your Navy has offered us these vital things, and we appreciate the thoughts of Navy families during this time of adjustment."

The relief effort had begun more than a year ago, initiated by Dorrie Williams, wife of VADM J.D. Williams, then commander U.S. 6th Fleet.

Dorrie's idea was for the Gaeta Officer's Wives Club "to gather together the needed clothes, toys and medical supplies and have them delivered by a 6th Fleet ship that was making a port visit to Romania in June 1990," said Mary Parker Lamm, who was also instrumental in the project.

Some of the materials were collected locally among Navy families in Gaeta, Naples and Sigonella, Italy. The wives club also sent money to a former member, Nancy Clark, who lived in Norfolk. She was able to purchase diapers, shoes, clothes and toys

Above: AC1 Ingrid Singleton holds a Romanian orphan at a Bucharest orphanage. She was part of a group of Navy petty officers who delivered Project *Handclasp* relief material.

at very favorable prices. In addition, she arranged for the donation of more than $3,000 of stuffed animals from her parents' gift shop in Pennsylvania.

CAPT Don L. Hunter, 6th Fleet's assistant chief of staff for logistics, then informed Project *Handclasp* of the effort and requested their assistance.

Tons of materials were staged to be picked up by 6th Fleet ships preparing to go to Romania. However, the changing political scene in Romania and then the Gulf War, postponed further ship visits to Romania. The gathered materials were stored until this spring, when arrangements were made to deliver the 70 tons of supplies via a U.S. Air Force C-5A *Galaxy*.

To provide a Navy presence for the delivery, a team of sailors-of-the-year from the 6th Fleet and Navy bases in the Mediterranean was lead by Chaplain (LT) Robert Feinberg, 6th Fleet Jewish chaplain.

The visit had a great effect on some of the Navy's goodwill ambassadors.

Above: YN2(SS) Geoffrey Kaufman and the other sailors involved in the Romanian Project *Handclasp* gave more to the children than the needed supplies — the human touch. Right: RM1 Steven George holds one happy recipient of a panda bear.

Yeoman 2nd Class (SS) Geoffrey A. Kaufman, Sailor of the Year for Submarine Group 8, satisfied a life-long desire to find his roots.

"My father's of Romanian descent, and I've always wanted to come here. Giving something needed makes me feel good," he said. "Now that I've seen their faces, every time I think of Romania, I'll feel Romania and remember the people."

Even greater will be the effect on Air Traffic Controller 1st Class Ingrid J. Singleton's life. Singleton, Sailor of the Year for Commander, Fleet Air Mediterranean, is now in the process of adopting a Romanian child.

"I want to — no, I am — adopting a little girl. I'm starting the paperwork the minute I get back."

Most important, of course, will be the affect on the needy children and institutions of Romania.

The Navy's effort, said Ambassador Green, "will help Romania move a few steps closer to its goal of good health and happiness for everyone — even the smallest and poorest of its children." □

Burke is assigned to 6th Fleet Public Affairs Detachment, Naples, Italy.

Tribal Nigerian goes Navy

Story by JO1 Sherri E. Bashore, photos by JO1(AW) Bryan Massey

The Naval Reserve, like its active-duty counterpart, is a melting pot with an international flavor. Just like other members of the Naval Reserve at Forest Park, Ill., Nigerian-born Personnelman Seaman Nnamdi Uzokwe of the Ibo tribe is no ordinary American citizen.

Uzokwe came to the United States from West Africa as an international student in January 1982, following the lead of his eldest brother.

"He was living in Aurora, a suburb [of Chicago] here in Illinois," said Uzokwe about his brother. "He mentioned Roosevelt University [Chicago] to me and had very good things to say about it. He wrote my parents and told them it might be a very good idea for me to come over and attend the university."

The younger Uzokwe now holds a bachelor's degree in political science and a master's degree in international relations from Roosevelt University. He presently works as a litigation paralegal for a law firm in downtown Chicago, and has been accepted to attend Oxford University in Oxford, England to study law. If that isn't notable enough, Uzokwe has goals to someday be an international consultant and registered lobbyist for West African countries.

Three years ago, the Navy became a part of this man's diverse lifestyle when he enlisted in the Naval Reserve. "Not to sound typical, but I figured somehow I owed this country something, after what I have been given," he said. "I think I have benefited from the wonderful people I have met and from this country."

He chose the Naval Reserve because its part-time aspect allows him to pursue his educational goals.

"The things that interested me the most about the Navy," he said, "[was that] I noticed a particular progression as far as the transition of Navy personnel to civilian-type occupations. It looked to me that because of the emphasis on academics, the Navy has more to offer than any other branch of service."

Uzokwe added that military service in the United States differs a great deal from that found in his native country.

"The greatest difference is there is an element of an incredible elitism with the military establishment in commonwealth countries," he said. "Usually the most privileged people of the society end up joining the military. As a result of that, there isn't much room for waking up someday and deciding — like in this country — that you want to join the military, and all you have to do is walk down to your nearest recruiting station. That just doesn't happen." Uzokwe explained that people in his native country are put on a waiting list to become a member of the elite Nigerian navy.

"They have been there [on the list] for five to seven years," he said. "Then you have to go through a rigorous testing period. So, it is a whole different environment altogether compared to the military in this county."

Uzokwe said his people have mixed feelings regarding the historical British occupation of Africa. While they are generally grateful for the educational benefits of Western culture which the British brought with them, there is also a general disdain for their colonial mentality that was more concerned with profit than African harmony. This was demonstrated by the building of railroads from the center of Africa to the coast for the exporting of raw materials, instead of building railroads to connect the various communities. This instilled isolation rather than harmony.

Civil war broke out in Nigeria in 1967 and lasted until 1970. The war received almost no media coverage due to the U.S. involvement in Vietnam at the time.

"My father worked for the Biafra government, and I lost three uncles and a brother in the Nigerian civil war," he said. An estimated 4 million lives were lost during those three years of turmoil.

"With the set-up of the military in Nigeria, there is always the attraction for a growing mind to aspire one way or another," Uzokwe said. But his decision to join the U.S. Naval Reserve had one drawback. "My mom doesn't want to lose another son in

the military. She's very apprehensive of the role of the military, but she understands."

Uzokwe was fascinated with America long before he arrived. He was charmed by the wide assortment of people who manage to live together in relative peace. He was drawn by the extensive freedoms that we share — freedoms lacking in his homeland. These aspects of America are what he someday wants to help develop in Africa.

He was inspired by observing his father's discipline, energy and hard work ethics. It influenced Uzokwe to strive to develop those same qualities.

"Discipline is a very essential thing for anyone who wants to succeed in life," he said. "For people who didn't get it at home or at school, the military is the best possible choice for them."

By the time Uzokwe entered boot camp he had already experienced culture shock because he was a bit older than the average recruit. "It was entertaining," he said laughingly. "I was my own charge because the average person who goes into boot camp is 17 to 19, but a majority of them were the most wonderful group of people I have come across in my life. It was very important for me to find out how to think in this country, especially knowing that some of these people are eventually going to be in a position of leadership someday."

Uzokwe attended Apprenticeship Training immediately following boot camp and then reported to his reserve unit in Illinois. It was there he applied for, and eventually earned his citizenship in April 1989. The next step in his reserve career was personnelman "A" school in Meridian, Miss.

"My initial interest was Intelligence Specialist, but they told me as a result of the security clearance that the rate required, my parents to also be U.S. citizens," he said. "I was really disappointed. It was the initial program that I had my mind set on."

In the short time Uzokwe has been in the reserves, he has spent three, two-week active-duty tours in North Carolina, London and Norway.

His next military goal is to attain a commission and enter the public affairs field.

With the number of reserve units recalled to serve in support of Operations *Desert Shield/Storm*, Uzokwe had to make a few adjustments to his normal routine. "I usually take a vacation every December in Africa; last year I couldn't," he said.

Even with the few disappointments Uzokwe has encountered, he doesn't regret his decision to become a member of the U.S. Naval Reserve. His heritage has helped bring a global outlook to the sailors of his unit. It is not only his English accent that adds an international flair, but also his extensive knowledge of Africa that brings a touch of another continent to Forest Park.

"For me it has been a very good experience," he said. "Knowing specifically that I wanted to learn a whole lot more about this country, the people that live in it and their differences. I think the military is an incredible 'lab' for that, for the simple reason that it attracts people from all kinds of backgrounds.

"The opportunities that I have had either through active duty or just in my reserve center talking to people, I think has enriched my life tremendously and it's just something that I am very happy about." □

Left: PNSN Nnamdi Uzokwe points out the needlework on the headgear of his traditional Nigerian clothes. Below: Uzokwe receives training on an Oxygen Breathing Apparatus (OBA) during a drill weekend. He is instructed by DC2 Steven Honyoust who is assigned to the Naval Reserve Maintenance and Training Facility at Great Lakes, Ill.

Bashore is a staff writer for All Hands. *Massey is assigned to Naval Reserve Readiness Command, Region 13. JO3 Deborah Kerner, assigned to Naval Reserve Center, Forest Park, Ill., contributed to this story.*

Navy know-how plus political success

Story by JO1 Calvin Gatch Jr

U.S. Navy photo

LNC Charles Hipps (right) discusses a legal point with CAPT James B. Tucker, judge advocate of the reserve naval construction force. As the assistant judge advocate, Hipps assists Tucker on a wide range of legal matters affecting the reserve Seabee community.

Although he's an enlisted member of the Reserve Naval Construction Force headquartered at Construction Battalion Center (CBC) Gulfport, Miss., Chief Legalman Charles Hipps has a resume that many would envy.

A soft-spoken farm boy, Hipps quickly established a tough reputation as district attorney of the 30th Judicial District of North Carolina. Hipps, who lives in Waynesville, N.C., was elected district attorney of a seven-county area in November 1990.

A former town attorney of both Waynesville and Maggie Valley, N.C.; mayor *pro tempore* of Waynesville; and state senator from the 29th District, Hipps attributes much of his success to skills he has learned since joining the Naval Reserve in 1984 as a legalman first class.

After serving with the Shore Intermediate Maintenance Activity in Asheville, N.C., for a year, he transferred to Reserve Naval Construction Force (RNCF) staff in Greensboro, N.C. The RNCF established a permanent support detachment at CBC Gulfport in 1989.

As a RNCF judge advocate assistant, Hipps helps train reservists in military justice, including administrative separations, standards of conduct, fraternization and sexual harassment. He also does investigative work, prepares legal memorandums, and revises legal directives. While his Navy superiors appreciate the talents he brings to the job, Hipps in turn is grateful for the opportunities the Navy has given him.

"There are a lot of things I've learned in the Navy, especially in the Seabees. There's no such thing as a perfect world," Hipps said, "but one way or another Seabees find a way to get the job done — even if they have to make their own tools and improvise materials."

Hipps graduated from the University of North Carolina at Chapel Hill. After law school he established a private practice in Waynesville and threw himself into civic activities.

"The community has given me a public education that's allowed me to come up into elected positions," Hipps said. "I want to always remember what I've received and return something to my community."

After serving as Waynesville's attorney and mayor, Hipps was appointed state senator to the 29th District in 1982, to fill an unexpired term. He won an election to a full term in 1984. While in the state legislature, he was a leader in child protection, criminal justice, environmental and educational issues.

Hipps credits the Navy for the efficiency he brings to the district attorney's office.

"I've learned a lot from the Navy," he said. "Being with the Seabees has given me the chance to show my leadership potential. I've learned management skills that I've transferred to my civilian life.

"Particularly in the job of district attorney, I've been able to incorporate the concept of team building, goal setting and the importance of chain-of-command." □

Gatch is a reservist assigned to Commander, Reserve Naval Construction Force, Gulfport, Miss.

Bearings

NADep suggester scores one for flight safety, saves money

One Naval Aviation Depot (NADep) employee's good idea is not only saving the government more than a million dollars, it's also helping ensure flight safety for EA-6B *Prowler* pilots and crews Navywide.

For Chuck Sterling, a planner and estimator (aircraft) mechanic for Norfolk's NADep, flight safety was one subject that concerned him more and more as he saw the effects of corrosion on the forward and aft canopy frames on the EA-6Bs coming in for repair. If the canopy rails were corroded beyond repair, then the entire canopy, worth approximately $100,000, would be scrapped.

Sterling wondered why the canopy frames could not be ordered as replacement parts. Having already saved the government $132,000 in cost-reduction savings through NADep's Project MODE (Make Our Dollars Effective) in 1983, Sterling donned his Sherlock Holmes investigator's hat once again and started his search through parts manuals. The forward and aft canopy frames were never listed as separate pieces of the aircraft, yet after extensive research, Sterling discovered certain numbered assemblies that were not shown in the illustrated parts manual.

With these numbers, he initiated a speculative procurement and found that Grumman Aircraft Corporation could provide a quote for forward and aft canopy beam assemblies. The replacement parts did exist, but they were never included in the parts manual. Sterling then requested that the Aviation Supply Office assign federal stock numbers to the newly-found replacement parts, initiate procurement actions and include beam assembly parts numbers in a supplement to the illustrated parts manual.

When the replacement canopy frames arrived, NADep artisans began a novel repair procedure that made the canopy like new. Four canopies, originally scheduled to be scrapped, were recovered, repaired and put back in service. At $15,000 a repair, $85,000 was saved each time a canopy was restored.

"Our people were able to match and fit the replacement parts with no misalignments, even though they had never performed this process before," said Sterling. "I think they should be commended for that, and the repaired canopy should last the lifetime of the aircraft."

Charles Goff, Sterling's supervisor at the time he submitted the suggestion, encouraged the idea and helped investigate its feasibility. "This suggestion proved that it's feasible to replace a major structural member, and every EA-6B in the fleet will benefit," Goff said.

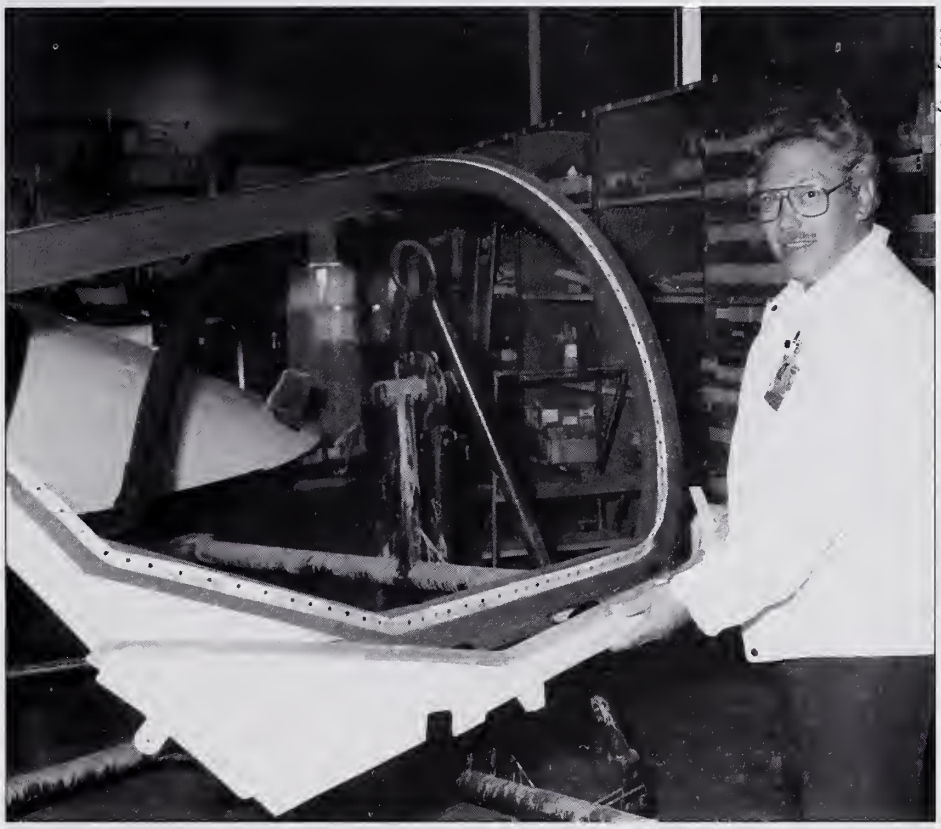


Photo by Andy Andrews

Chuck Sterling saved the Navy money by tracking down replacement canopy rails for the EA-6B *Prowler*.

Two other canopies designated for scrap at Naval Supply Center, Oakland, Calif., are in the process of being recovered as well. Goff explained, "It just goes to show, that every effort should be made to prevent scrapping Navy assets." ■

—Story by Robin Willis, assigned to the public affairs office, Naval Aviation Depot, Norfolk.

Bearings

USS *Guam* has 145 sailors qualify for warfare pins

As the Persian Gulf War demonstrated, modern technology proved its value — the sophisticated weapons systems of today dominated the battlefield in the air, on land and at sea. In order for these weapons to be so effective, however, trained personnel had to deploy and maintain them.

These modern warriors have dedicated themselves as protectors of the American way of life, constantly training and learning in a commitment to an arduous lifestyle and advancement in their chosen profession. This was never more evident than aboard the amphibious assault ship USS *Guam* (LPH 9) during the crew's eight-month deployment in support of Operations *Desert Shield*, *Eastern Exit* and *Desert Storm*. *Guam*'s warriors set an unprecedented record for their ship by having 145 people earn warfare qualifications.

"Everyone really had precious little time to spare for anything else other than their jobs," said CAPT Charles R. Saffell Jr., *Guam*'s commanding officer. "These folks, however, made that time meaningful. I call it, 'Going above and beyond.' It's simply outstanding."

According to Master Chief Personnelman (SW/AW) Charles L. Clayburn, *Guam*'s command master chief, "We got the program on an even keel following the ship's departure Aug. 19 from its homeport of Norfolk. Once we had the first [qualification] board Sept. 20, the fever seemed to hit. More and more people became involved. Since that time, the ship qualified 27 as enlisted surface warfare specialists (ESWS) and 118 as enlisted aviation warfare specialists (EAWS).

Of the 145 personnel earning their ESWS and EAWS pins aboard *Guam*, 17 are now two-pin holders, two of which earned both pins during the Gulf War deployment. One other sailor earned his third pin. Two more sailors are waiting to pick up and wear their pins when they make E-4.

Photo by AN John A. Collins

***Guam*'s Commanding Officer CAPT Charles R. Saffell Jr. awarded AS3 Robert Sosa his Enlisted Aviation Warfare pin. Sosa was *Guam*'s "Centurian" earning a perfect score of 100 during his oral examination. Sosa was also the 100th person aboard ship to earn a warfare pin.**

One crewman, Aviation Support Equipment Technician 3rd Class (AW) Robert Sosa, earned the praise of all EAWS board members following his oral examination by scoring a perfect "100." It was later learned that Sosa was also the 100th person to earn a warfare pin aboard *Guam*.

The "centurion" said that earning a warfare pin helps in many ways. "It helps you to have a better understanding of the Navy and gives you a bigger picture of how things work," said Sosa. "Earning my pin helped me learn more about the aircraft that I support. Also, I wanted to give myself an edge. My rate is tight as far as advancement is concerned, so I thought this would benefit me in the long run. Plus, no one in my shop was qualified — I wanted to be the first."

Signalman 1st Class (SW) Patrick A. Strout earned his ESWS pin by setting a goal for himself before deploying. "About a month after we got underway, I was able to start dedicating time toward this goal," he said. "It helped me to better understand what other departments were talking about with their various acronyms and terminology. I have a general idea of what they are talking about now, and how it affects the ship as a whole. It helped me to realize that you can't stop learning. There is always more knowledge to gain, plus it gives you that competitive edge [toward advancement]."

Contributing to the program's success was the attitude of the entire crew pulling together to help each other and making the information available to everyone who wanted to participate. "Once we saw all the interest that was there, we set up classes during the day and evening for both EAWS and ESWS," said Senior Chief Aviation Boatswain's Mate (Plane Handler) (AW) David Fox, EAWS board coordinator. "However, what really enhanced our efforts even more so was the spare time devoted by [AW and SW] qualified personnel in providing information and signatures. This was truly a team concept, which the captain promoted from day one of our deployment."

"We know 145 pins are a record for *Guam*," said Saffell, "but we think it is also a record among the ships who were deployed with us. We think we are the 'top dog' in this category and want to boast about it. I challenge any command to publish their story if they did better." ■

—Story by JOC(AW) G. Scott Mohr assigned to the public affairs office, USS Guam *(LPH 9).*

News Bights

The Navy has always encouraged social interaction to enhance unit morale and esprit de corps. But when a friendship becomes unduly familiar or affects a working relationship, it may become a case of fraternization.

Fraternization was one of the many issues addressed by the 1990 Women's Study Group in its Update Report on Women in the Navy. According to the report, "About one-third of women and men surveyed and interviewed across all paygrades claimed that members of their command did not understand the Navy policy on fraternization."

What is fraternization? Fraternization is any personal relationship between an officer and enlisted member which is unduly familiar and does not respect differences in rank and grade. This type of relationship is always inappropriate, even when there is no command relationship between the two members. Fraternization is also any officer-officer or enlisted-enlisted relationship which is unduly familiar and does not respect differences in rank and grade where a senior-subordinate supervisory relationship exists. Fraternization is gender neutral, that is, relationships of this nature do not have to be male-female to be considered fraternization.

Officer-officer and enlisted-enlisted personal relationships are acceptable provided that the members do not have a senior-subordinate relationship in the chain of command.

The Navy is serious about preventing fraternization, as proven recently when two Navy officers from a West Coast command were reassigned and fined a total of $4,500. In 1990, two other Navy officers forfeited a total of $30,000 after being found guilty of fraternization in a court-martial.

OpNavInst 5370.2, the Navy's official policy statement regarding fraternization, is scheduled to be updated once the Navy receives new guidance from the Department of Defense later this year.

* * *

Preserving the human involvement in the history of naval aviation is the new driving force of the National Museum of Naval Aviation's curatorial department.

To accomplish this task, department personnel are "beating the bushes" to gain the appropriate memorabilia from naval aviators. Particular emphasis is being placed on gathering American Volunteer Group (AVG) World War II, Korean and Vietnam War memorabilia which is practically non-existent in the collection.

The museum will display these articles and items that were "liberated" from enemy personnel. This includes Japanese, North Korean and North Vietnamese uniforms, flags, weapons, swords and medals.

If you possess any of these relics and would be willing to donate them, please contact Robert Macon or Jim Presley by writing to the National Museum of Naval Aviation, Naval Air Station, Pensacola, Fla. 32508-6800 or telephone (904) 452-3604.

* * *

Bishop Joseph T. Dimino, Auxiliary Bishop of the Archdiocese for the Military Services and a former Navy chaplain, was named Archbishop for the Roman Catholic Archdiocese for the Military Services May 14 by Pope John Paul II.

Dimino will succeed Archbishop Joseph T. Ryan who served as the first Archbishop of the Military Archdiocese. Ryan, who was appointed in 1985, submitted his resignation as required by church law on his 75th birthday, Nov. 1, 1988. Pope John Paul II recently accepted the resignation with the appointment of Archbishop Dimino.

* * *

The new enlisted performance evaluation manual has been approved and will be distributed to the fleet soon. The manual is designed to serve as an easy to use reference for preparation of enlisted evaluations.

The most significant change to the manual references who can sign evaluations. Commanding officers and officers-in-charge can now delegate authority for chief petty officers, junior officers and civilian GS-11s and 12s to sign evaluations for petty officers third class and below (E-4 through E-1). The minimum grade for signing evaluations on E-5s and above remains at lieutenant commander, GM-13 or the equivalent.

The new evaluation manual also clarifies the way commanding officers may divide personnel for peer ranking. This change will especially benefit COs of an aircraft carrier or major shore installation who have large numbers of senior enlisteds.

The changes are part of an extensive review of the enlisted evaluation manual by the Bureau of Naval Personnel, similar to the overhaul of the officer fitness report instruction last year.

Other changes in the new Navy Enlisted Evaluation Manual include eliminating the requirement to rank E-9s with 4.0 evaluations, eliminating the summary block for E-4 and below and expanded guidance for writing an effective narrative. □

Mail Buoy

Simply marvelous

I thought your article on AOCS in the May edition was just excellent. It is so refreshing when someone actually makes something readable. Everything I read seems so boring that I just had to commend you for writing an exciting and interesting account that left me breathless. I could feel that candidate's anxiety, when he knew the DI would be coming down the hall to wreak havoc on his room next.

I love words, and I thought your descriptions were fine. I will be looking at *All Hands* with renewed interest after having read your article. I do hope you share your knowledge about how important it is to capture your audience by setting the mood with others in the writing community. Again, congratulations on a well-written article.

—SK2 Kimberly Davison
Naval Station Annapolis, Md.

"We were there. . . ."

In past issues, you have printed articles about ships that are deployed in the Gulf and being away from home for seven months.

Amphibious Ready Group Alpha, which includes USS *Durham* (LKA 114), USS *Okinawa* (LPH 3), USS *Ogden* (LPD 5) and USS *Cayuga* (LST 1186), have been deployed since June 20, 1990, from San Diego, Calif.

Being the first five ships on station here in the Gulf and making our way home now, this will be a 10-month deployment. It seems to me that no one recognizes that we were even here in the Gulf.

—MM3 T.D. Hines
USS *Durham* (LKA 114)

I am a monthly reader of *All Hands* magazine, and I am very disappointed with your [lack of] recognition of forward-deployed naval ships.

When other U.S. ships deployed for the Persian Gulf, there were sympathy articles, parties and news specials for them. As the forwardly deployed ships, which were the first to enter the Persian Gulf, along with USS *Independence* (CV 62), recognition was little and none! Why is that? Later, after Operation *Desert Storm*, when CONUS homeported ships returned to the states, they were greeted well. Our return to Sasebo, Japan, was no more than another overseas port visit.

I am a radioman stationed on USS *Dubuque* (LPD 8) and we had to go directly into [Operation] *Valiant Usher* after being in the Persian Gulf. Shortly thereafter, we had to serve as a flagship for Exercise *Team Spirit* in March. Why can't we get noticed?

—AA Carlos Wallace
USS *Dubuque* (LPD 8)

• All Hands *apologizes to any unit or ship that feels slighted by our coverage. Unfortunately, we can't be everywhere and write everything. With our limited staff we rely heavily on submissions from units and ships. Releases don't have to be written by a journalist or a public affairs officer, but must be released through the command. Good photographs are highly sought. Let the world know what you are doing through* All Hands.— *ed.*

Who came first?

I received two copies of *All Hands*, March '91, and April '91, in today's mail. The March '91 edition featured the new commanding officer (C12/27/90) of USS *Opportune* (ARS 41) quoting: "The first female commanding officer of a U.S. Navy ship."

I believe the first female commanding officer of a U.S. Navy ship occurred over a year ago. I don't recall her name, but the ship was USS *Cape Cod* (AD 43). Am I correct?

—Len Ennico
USS *LaVallette* (DD 448) Assn.

• *CDR Deborah Gernes was the executive officer of USS* Cape Cod *and was the first woman surface warfare officer to command qualify for an afloat Navy command in November 1988. LCDR Darlene Iskra is the first woman to become commanding officer of a U.S. Navy ship. — ed.*

Safety first

Safety is an ongoing topic in the Navy. We work in a safety-minded environment with training lectures and films. The Navy spends a lot of time and money educating everyone from E-1s to O-9s. The January 1991, number 886 issue of *All Hands*, featured the *All Hands* photo contest. In this issue there is a photo on the back cover of an AD2 working on the tail rotor section of a Helicopter Squadron Light 94 helo. What's wrong with this picture? Anytime you're using a B-4 stand, you're required to wear appropriate safety equipment. At first glance this is an excellent picture, but look closely. This AD2 looks as if he's working hard, but if he was to take a fall from his B-4 stand, he would likely be hurt because his cranial is not strapped on! Where was the supervisor, CDI, QAR or the safety officer? Safety is everyone's concern, not just the person doing the maintenance. The giant flag as a backdrop is a great effect, but unless we follow safety standards, the great old flag might be folded and handed to a loved one.

—AD3 Marjorie Santos
AIMD, NAS Agana, Guam

Reunions

• **PB4Y-1 Liberator and PB4Y-2 Privateer** — Reunion Aug. 22-25, Santa Clara, Calif. Contact Ronald R. Sathre, 31262 San Andreas Drive, Union City, Calif. 94587; telephone (415) 471-7727.

• **USS Tortuga (LSD 26)** — Reunion Sept. 4-8, San Diego. Contact David L. Waldron, P.O. Box 235, Paris, Mich. 49338-0235; telephone (616) 832-2189.

• **448th Bomb Group** — Reunion Sept. 5-7, Hampton, Va. Contact Cater Lee, P.O. Box 850, Foley, Ala. 36536; telephone (205) 943-7000.

• **USS Woolsey (DD 437)** — Reunion Sept. 5-8, Braintree, Mass. Contact John Kenes, 108 Wayside Drive, Uniontown, Pa. 15401; telephone (412) 437-1220.

• **USS William P. Biddle (AP 15)** — Reunion Sept. 5-8, Norfolk. Contact D.G. Skouse, P.O. Box 1638, Independence, Mo. 64055; telephone (816) 478-3403.

• **USS Semmes (DDG 18)** — Reunion Sept. 13, Charleston, S.C. Contact LTJG Chenard, USS *Semmes* (DDG 18), FPO Miami 34093-1248.

• **USS Capps (DD 550)** — Reunion Sept. 13-15, New Orleans. Contact Earl Beadle, 1203 West St., Pine Bluff, Ark. 71602; telephone (501) 247-3702.

• **USS Pondera (APA 191)** — Reunion Sept. 14-15, Indianapolis. Contact Kenneth Fine, Box 64, Braddyville, Iowa 51631; telephone (712) 589-3544.

Reunions

• **USS Northhampton (CA 26)** — Reunion Sept. 15-19, Bahamas Cruise. Contact John Robertson, 5819 N. Andrews Way, Fort Lauderdale, Fla. 33309; telephone toll-free (800) 526-8550.

• **USS Madison (DD 425)** — Reunion Sept. 16-19, Wildwood Crest, N.J. Contact Arthur Norgard, 2 Dune Lane W. Beach Haven, N.J. 08008; telephone (609) 492-4941.

• **USS Walter B. Cobb (APD 106)** — Reunion Sept. 18-22, San Diego. Contact James G. Plough, 531 Cliff Lane, Jefferson City, Tenn. 37760; telephone (615) 475-2970.

• **USS Princeton (CVL 23) Association of World War II** — Reunion Sept. 18-22, Orlando, Fla. Contact Sam Minervini, 251 Marlboro Road, Wood Ridge, N.J. 07075.

• **USS LaVallette (DD 448)** — Reunion Sept. 18-21, Seattle. Contact Charles L. Gott, 18534 64th Ave. N.E., Seattle, Wash. 98155; telephone (206) 485-4678.

• **CruDiv 12, USS Cleveland (CL 55), USS Columbia (CL 56), USS Montpelier (CL 57) and USS Denver (CL 58)** — Reunion Sept. 18-22, Louisville, Ky. Contact Ed Ireland, 7633 Hillshire Court, Saginaw, Mich. 48603-4218.

• **USS Saucy (PG 65)** — Reunion Sept. 18-22, Nashville, Tenn. Contact S.D. Breckinridge, 395 Redding Road, No.13, Lexington, Ky. 40517; telephone (606) 272-6087.

• **USS Estes (AGC 12)** — Reunion Sept. 18-22, Charleston, S.C. Contact Noah Joyner, 44 Longstreet Road, Weldon, N.C. 27890; telephone (919) 536-4283.

• **USS Brown (DD 546)** — Reunion Sept. 19-21, St. Louis. Contact O.K. Poulson, 8619 Nicholas St., Omaha, Neb. 68114; telephone (402) 391-4736.

• **USS Begor (APD 127)** — Reunion Sept. 19-21, Erie, Pa. Contact Harold M. Elson, 39623 Iolani Court, Fremont, Calif. 94538; telephone (415) 657-2822.

• **USS Russell (DD 414)** — Reunion Sept. 19-21, San Francisco. Contact W. Singleterry, 4544 62nd St., San Diego, Calif. 92115; telephone (619) 582-1337.

• **USS Waller (DD/DDE 466)** — Reunion Sept. 19-21, Seattle. Contact Ralph O. Brown, 4880 N.W. El Camino Blvd., Bremerton, Wash. 98312; telephone (206) 692-6482.

• **USS Card (CVE 11), VC 1/8/9/12/55** — Reunion Sept. 19-21, Charleston, S.C. Contact Joe Macchia, 8290 Melrose Road, Melrose, Fla. 32666.

• **USS LCS(L) (1-130)** — Reunion Sept. 19-21, Jacksonville, Fla. Contact Lester O. Willard, 15 Jonathan Road, Selinsgrove, Pa. 17870-9232; telephone (717) 743-7198.

• **USS Markab (AD 21)** — Reunion Sept. 19-21, New Orleans. Contact M.B. Dyer, 6644 Ahekola Creek, Bay St. Louis, Miss. 39520; telephone (601) 255-7970.

• **Naval Airship Association** — Reunion Sept. 19-21, Pensacola, Fla. Contact Robert Clancey, 10045 Fox Run Road, Pensacola, Fla. 32514; telephone (904) 477-9875.

• **USS Cushing (DD 376/797/985)** — Reunion Sept. 19-21, Omaha, Neb. Contact Frank Managano, 719 Hickory St., Omaha, Neb. 68108; telephone (402) 422-1259.

• **USS West Point (AP 23)** — Reunion Sept. 19-21, Seattle. Contact John E. Daniel, 3728 S. Fuller, Independence, Mo. 64052; telephone (816) 252-3822.

• **USS Straub (DE 181)** — Reunion Sept. 19-22, Bahamas Cruise. Contact John Robertson, 5819 N. Andrews Way, Fort Lauderdale, Fla. 33309; telephone toll-free (800) 526-8550.

• **USS Lunga Point (CVE 94)** — Reunion Sept. 19-22, Charleston, S.C. Contact Mike Curtis, 1728 Forest Drive, Portage, Mich. 49002.

• **USS Daly (DD 519)** — Reunion Sept. 19-22, Des Plaines, Ill. Contact Walter A. Johnson, 1 Edgewood Road, Windham, N.H. 03087-2106

• **USS Dixie (AD 14)** — Reunion Sept. 19-22, St. Louis. Contact Leo A. Jorwic, 12784 Stoneridge Drive, Florissant, Mo. 63033; telephone (314) 741-6068.

• **USS Dayton (CL 105)** — Reunion Sept. 19-22, St. Augustine, Fla. Contact Len Davis, 785 Little Neck Road, Virginia Beach, Va. 23452; telephone (804) 340-0143.

• **USS Burleigh (PA 95)** — Reunion Sept. 19-22, Evansville, Ind. Contact Carl Bell, 1470 Cranbrook Drive, Hermitage, Pa. 16148; telephone (412) 342-7598.

• **USS Blue (DD 387/744)** — Reunion Sept. 19-22, Lexington, Ky. Contact John M. Prewitt, 316 N. Maysville St., Mount Sterling, Ky. 40353; telephone (606) 498-3375.

• **Association of Minemen** — Reunion Sept. 19-22, Long Beach, Calif. Contact the Association of Minemen, P.O. Box 71835, Charleston, S.C. 29415; telephone (803) 797-0841.

• **USS Robert L. Wilson (DD/DDE 847)** — Reunion Sept. 19-22, Nashville, Tenn. Contact Dominic Aliberti, 335 Aura Road, Layton, N.J. 08312; telephone (609) 881-0262.

• **USS Saginaw Bay (CVE 82) and VC 78/88** — Reunion Sept. 19-22, San Antonio, Texas. Contact Earl Homman, 4220 Old Mill Road, Lancaster, Ohio 43130.

• **USS Fessenden (DE/DER 142)** — Reunion Sept. 19-22, Virginia Beach, Va. Contact Mike Kirsch, 428 Willow Bend Drive, Chesapeake, Va. 23323; telephone (804) 487-6122.

• **VP 11/51/54, VB/VPB 101 and PATSU 1/2** — Reunion Sept. 19-22, Lexington, Ky. Contact G.K. Harmon, 1700 E. Main, Greenup, Ky. 41144; telephone (606) 473-7086.

• **USS Richmond (CL 9)** — Reunion Sept. 19-22, Richmond, Va. Contact C. Patrick Doran, 418 Crest Drive, Northvale, N.J. 07647; telephone (201) 767-1728.

• **USS Harold J. Ellison (DD 864)** — Reunion Sept. 19-22, Cherry Hill, N.J. Contact Gordon W. Gormley, 52 N. Common Road, Westminster, Mass. 01473; telephone (508) 874-0008.

• **USS Ethan Allen (SSBN 608)** — Reunion Sept. 20-22, Norwich, Conn. Contact Edward H. Pack, P.O. Box 261, Leoyard, Conn. 06339; telephone (203) 536-1248.

• **Junior Officer Cryptologic Career Program** — Reunion Sept. 21, Ft. Meade, Md. Call the Navy representative, 20th Anniversary celebration planning committee at (301) 688-8768 or Autovon 235-8768.

• **USS Worcester (CL 144) Association** — Reunion Sept. 22-24, Worcester, Mass. Contact Charles P. Wagner Jr., 722 Coachlite Way, Winter Park, Fla. 32792; telephone (407) 678-7430.

• **125th Naval Construction Battalion** — Reunion Sept. 23-25, Estes Park, Colo. Contact John Luse, 1 Quantock Hills Drive, Della Vista, Ark. 72714; telephone (501) 855-3624.

• **USS Helm (DD 388)** — Reunion Sept. 23-26, Santa Rosa, Calif. Contact Richard "Stinger" Steel, 1259 Wanda Way, Santa Rosa, Calif. 95405; telephone (707) 544-0807.

• **USS Zeilin (APA 3)** — Reunion Sept. 23-26, St. Louis. Contact R.W. "Rudy" Neumann, 324 Brian Court, Redland, Calif. 92374-5505; (714) 794-3554.

• **USS Tillman (DD641)** — Reunion Sept. 23-27, Reno, Nev. Contact Bill Wenzel, 2185 Beaumont Ave. N.W., Mas-

Reunions

sillon, Ohio 44647; telephone (216) 833-5809.

• USS **Wickes (DD 578)** — Reunion Sept. 24-26, Columbus, Ohio. Contact Daniel B. Shepherd, 1810 Hull Road, Sandusky, Ohio 44870; telephone (419) 626-9955.

• USS **Mayo (DD 422)** — Reunion Sept. 25-29, Brookline, N.H. Contact Dick Slominski, 9682 Savage Road, Holland, N.Y. 14081; telephone (716) 537-9914.

• USS **Metcalf (DD 595)** — Reunion Sept. 25-29, Wilmington, N.C. Contact John M. Chittum, 350 S. Walnut St., Huntington, W.Va. 25705-3514; telephone (304) 523-6963.

• USS **Chandeleur (AV 10)** — Reunion Sept. 25-29, Johnson City, Tenn.; telephone (703) 854-5076.

• USS **Marsh (DE 699)** — Reunion Sept. 25-29, Las Vegas, Nev. Contact John F. Cullinan, 2920 Karen Drive, Chesapeake Beach, Md. 20732; telephone (301) 257-6322.

• USS **Mayrant (DD 402)** — Reunion Sept. 26-28, Westlake, Ohio. Contact Edward S. Wilkins, 3430 Lexington Ave., Lorain, Ohio 44055; telephone (216) 244-5462.

• USS **McDermut (DD 677)** — Reunion Sept. 26-29, Baton Rouge, La. Contact C.H. Pippitt, 2156 University Court, Clearwater, Fla. 34624; telephone (813) 461-2904.

• **USCG/USS Machias (PF 53), Escort Division 33** — Reunion Sept. 26-29, Metairie, La. Contact John R. Jones, 806 Helene St., Wantagh, N.Y. 11793; telephone (516) 731-0442.

• USS **Flint (CL 97)** — Reunion Sept. 26-29, San Diego. Contact Robert M. Irwin, 1321 Maplewood Ave., Norfolk, Va. 23503.

• USS **Hammann (DD 412) and USS Gansevoort (DD 608)** — Reunion Sept 26-29, Minneapolis. Contact Clyde A. Conner, Route 1, Box 1, Grafton, W.Va. 26354-9702; telephone (304) 265-3933.

• USS **McDougal (DD 358)** — Reunion Sept. 26-29, Myrtle Beach, S.C. Contact Bob Hango, 13751 S.E. 128th, Clackaman, Ore. 97015; telephone (503) 698-5574.

• USS **Fowler (DE 222)** — Reunion Sept. 26-29, Orlando, Fla. Contact Tom Brady, 7 Del Sol, Port St. Lucie, Fla. 34952; telephone (407) 335-5835.

• **Battle of Ormoc Bay, USS Sumner (DD 692), USS Moale (DD 693) and USS Cooper (DD 695)** — Reunion Sept. 26-29, St. Louis. Contact Russ Catardo, 936 Garfield Ave., Ardsley, Pa. 19038.

• USS **Quincy (CA 71)** — Reunion Sept. 26-29, Pittsburgh. Contact Mr. Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861; telephone (401) 728-3063.

• USS **Fletcher (DD/DDE 445)** — Reunion Sept. 26-29, Baton Rouge, La. Contact John V. Jensen, 3918 Conlon Ave., Covina, Calif. 91722; telephone (818) 337-2646.

• USS **Andromeda (AKA 15)** — Reunion Sept. 26-29, Myrtle Beach, S.C. Contact Louis Guffy, Rural Route 1, Byron, Okla. 73723; telephone (412) 751-3554.

• USS **Foote (DD 511)** — Reunion Sept. 26-30, Denver. Contact Wilbur V. Rogers, 12243 Brookshire Ave., Baton Rouge, La. 70815; telephone (504) 275-9948.

• USS **Mannert L. Abele (DD 733)** — Reunion Sept. 27-28, Newport, R.I. Contact Roy Andersen, 13 Algonquin Road, Worcester, Mass. 01609; telephone (508) 757-4980.

• USS **Jack C. Robinson (APD 72)** — Reunion Sept. 27-29, Pigeon Forge, Tenn. Contact James A. Blair, Route 3 Box 89, Tellico Plains, Tenn. 37385; telephone (615) 253-2404.

• USS **Bagley (DD 386)** — Reunion Sept. 27-29, Reno, Nev. Contact Walter S. Morley, P.O. Box 608, West Dennis, Mass. 02670; telephone (508) 398-8553.

• **VS 25** — Reunion Sept. 27-29, San Diego. Contact Dick Forsythe, 53 Graymoor Lane, Olympia Fields, Ill. 60461.

• **FASRON 118** — Reunion Sept. 27-29, San Diego. Contact W.J. "Pappy" Kuhn, 3605 N.E. 48th St., Kansas City, Mo. 64119; telephone (816) 454-8376.

• USS **Fiske (DD/DDR 842)** — Reunion Sept. 27-29, Middletown, R.I. Contact Clifford J. Myers, 53 Old Fort Road, Newport, R.I. 02840.

• USS **Salem (CA 139) and Marine Detachment** — Reunion Sept. 27-29, Washington, D.C. Contact Bob Daniels, P.O. Box 34303, Indianapolis, Ind. 46234; telephone (317) 271-6850.

• USS **LCI(L) 445** — Reunion Sept. 27-29, Phoenix, Ariz. Contact Frank Cerra, Rural Delivery 1, C68 Huemer Lane, Chester, N.J. 07930; telephone (201) 879-7931.

• USS **Randall (APA 224)** — Reunion Sept. 27-29, Amarillo, Texas. Contact John J. Walsh, 70-12 60th Lane, New York, N.Y. 11385; telephone (718) 456-2826.

• USS **Casablanca (CVE 55) World War II** — Reunion Sept. 29-Oct. 2, Indianapolis. Contact Milton H. Rowe, 241 Deerfield Road, Camp Hill, Pa. 17011; telephone (717) 761-8526.

• USS **Taylor (DD/DDE 468)** — Reunion Sept. 29-Oct. 3, Bahamas Cruise. Contact John Robertson, 5819 N. Andrews Way, Fort Lauderdale, Fla. 33309; telephone toll-free (800) 526-8550.

• **U.S. LST Association** — Reunion September 1991, New Orleans. Contact Bob Garner, HC 52, Box 362, Hemphill, Texas 75948; telephone (409) 579-3732.

• USS **Coghlan (DD 606)** — Reunion September 1991, Nashville, Tenn. Contact Pat Taquary, 147 N. Fiji Circle, Englewood, Fla. 34223; telephone (813) 475-6413.

• USS **Salt Lake City (CA 25/SSN 716)** — Reunion September 1991, Las Vegas, Nev. Contact Myron Varland, 458 Argos Circle, Watsonville, Calif. 95076.

• USS **Harding (DD 625/DMS 28)** — Reunion September 1991, San Diego. Contact G. Taylor Watson, Box 13A, McDaniel, Md. 21647; telephone (301) 745-9725.

• USS **LST 886** — Reunion September 1991, New Orleans. Contact Joseph McAuley, 89 Jeanetter Ave., Staten Island, N.Y. 10312; telephone (718) 984-4349.

• **Coast Artillerymen - Hawaiian Department (1932-1942)** — Reunion September 1991, Hampton, Va. Contact D.M. Cooper, P.O. Box 142, Glen Dale, W.Va. 26038; telephone (304) 845-0880.

• USS **Lake Champlain (CV/CVA/CVS 39)** — Reunion September 1991. Contact Phillip E. Nazak, P.O. Box 34, Vestal, N.Y. 13851-0034; telephone (607) 729-4783.

• USS **Pecos (AO 65)** — Reunion September 1991, Cleveland. Contact Walter Socha, 17392 Kinsman Road, Middlefield, Ohio 44062; telephone (216) 632-1320.

• USS **Gulfport (PF 20)** — Reunion September 1991, Cincinnati. Contact Arthur B. Noonan, 509 Hawthorne St., Covington, Ky. 41014; telephone (606) 581-6423.

• USS **ABSD -2** — Reunion September 1991, Portsmouth, N.H. Contact Don Pageotte, 10 Pearl St., Somersworth, N.H. 03878.

• USS **Talbot (DEG/FFG 4)** — Reunion proposed. Contact Bob Crawford, 4411 Sherrod St., Pittsburgh, Pa. 15201; telephone (412) 687-7274.

ALL HANDS Photo Contest

The *All Hands* Photo Contest is open to all active duty, Reserve and civilian Navy personnel in two categories: professional and amateur. The professional category includes Navy photographer's mates, journalists, officers and civilians working in photography or public affairs.

All entries must be Navy related. Photos need not be taken in the calendar year of the contest.

Professional competition includes single-image feature picture and picture story (three or more photos on a single theme) in black-and-white print, and color print or color transparency. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

Amateurs may enter single-image color print or color transparencies only.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views.

Minimum size for each single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three, black 11-inch by 14-inch mount boards taped together, excluding photo stories entered as transparencies.

Please use the entry form below and include the title of the photograph and complete cutline information on a separate piece of paper taped to the back of the photo or slide mount.

Certificates will be awarded to 1st, 2nd and 3rd place winners in each of the five groups. Ten honorable mentions will also be awarded certificates. Winning photographs will be featured in *All Hands* magazine.

Entries will not be returned to the photographer.

For more information about the *All Hands* Photo Contest, contact PH1(AC) Scott M. Allen or JOCS Bob Rucker at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1991.

For each entry, please indicate in which category and group you are entering the photograph. Attach a completed copy of this form to your entry.

Single-image feature

- ☐ Black-and-white print
- ☐ Color print or transparencies (Prof.)
- ☐ Color print or transparencies (amateur)

Photo story

- ☐ Black-and-white
- ☐ Color print or transparencies

Name: _____
Rate/rank: _____
Command: _____
Address: _____
_____
Phone: _____

Send entries to:
All Hands magazine Photo Contest
Navy Internal Relations Activity
601 N. Fairfax St., Suite 230
Alexandria, Va. 22314-2007

Port security • Page 24

ALL HANDS

SEPTEMBER 1991

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LT Majorie Trott a CH-53 *Sea Stallion* pilot from NAS Sigonella-based Helicopter Combat Support Squadron 4, cradles a Kurdish child during Operation *Provide Comfort*. Photo by Air Force Staff Sgt. John K. Goss.

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ALL HANDS

MAGAZINE OF THE U.S. NAVY
SEPTEMBER 1991 — NUMBER 894
68th YEAR OF PUBLICATION

Photo by JO1(AW) J.D. DiMattio

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Front Cover: Troops nationwide participated in spectacular homecoming parades in Washington, D.C., and New York City in honor of their accomplishments in Operations *Desert Shield/Storm*. See story, Page 24. Photo by JO1 Lee Bosco.

Back Cover: A corpsman gives medical aid to a Kurdish infant. See story, Page 30. Photo by Marine Corps Staff Sgt. Lee J. Tibbetts.

News You Can Use

View from the top:

Listening to suggestions and setting standards

The Navy was extremely successful in Operations *Desert Shield/Storm*; we have never been more efficient. Job completion, success and satisfaction have never been higher. Morale is at a peak, Operational Propulsion Plant Examinations (OPPEs) are being passed with ease, retention is the best in the history of the Navy and promotions are running level, even though the Navy is shrinking in size.

With all this success, wouldn't it be unpopular and career threatening to point out shortcomings, performance less than 4.0 or pitfalls in our training? Certainly not.

The Japanese call it *Kaizen*, which means continual improvement; nothing is perfect, everything can be improved upon. It's also a matter of priorities — what needs to be improved next for the best benefit to our sailor's and their family's quality of life, and also what is best for the Navy's war-fighting capability.

Success is very perishable. You can win the Battle "E" today and see morale skyrocket, but also see retention fall drastically tomorrow because of poor quality of life and working conditions.

OPPEs can be passed on Monday, and everyone celebrates. The ship is on a high, only to have someone killed on Friday in the same or another department because of poor safety habits. It doesn't make any difference who gets killed or what department they're from, the effect is the same — losing a shipmate takes a toll on us all and the command's performance declines. We must never become too comfortable with success and must continually remember that being on top is like being on very high scaffolding without guard rails — one slip can ruin your whole day and the day of one of your shipmates.

Is this article a scare tactic? No. Am I trying to say we are in for rough times? No. My message is very simple: We must always be open to suggestions. We must set standards, high standards, and maintain and improve upon them and realize today's standard, good or bad, becomes tomorrow's norm.

The next decade appears to have many changes in store for the military. Some commands will get smaller, or even be decommissioned, while others will grow. During this time of restructuring we must set standards that will take us into the future.

In my opinion, training during this restructuring will be the master key to continued success; it is the number one priority.

We must listen to and care for our people and their families.

We must never again accept poor standards and quality of life, whether it be aboard ship, in the barracks or family housing. We must look at ship overhauls and never again tolerate the poor shipboard standard of living we have been accepting. Shipyard overhauls must be developed to renew and polish great war machines while training the crew. It's a great Navy now, but it's time to make it better.

What is my message in all of this? I once read in a great book, "Those who lack vision will perish." Let's work together to focus on improving the future. For the remainder of 1991 we must focus on improving standards, accepting responsibility for imperfections and turning them into improvements. We must hold ourselves accountable, for today's success can be tomorrow's spoilage.

— AVCM(AW) Duane R. Bushey, Master Chief Petty Officer of the Navy. □

Personnel issues

Southwest Asia Service Medal eligibility

Sailors authorized to wear the Southwest Asia Service Medal for participation in Operation *Desert Shield/Storm*, must have served in one or more of the following areas between Aug. 2, 1990, and a date to be determined:

• The Persian Gulf, Red Sea, Gulf of Oman, Gulf of Aden, that portion of the Arabian Sea that lies above 10 degrees north latitude, and west of 68 degrees east longitude, as well as the total land areas of Iraq, Kuwait, Saudi Arabia, Oman, Bahrain, Qatar and the United Arab Emirates.

• Individuals serving in Israel, Egypt, Turkey, Syria and Jordan (including the airspace and territorial waters) between Jan. 17, 1991, and a date to be determined, are also eligible for this medal. Sailors must have directly supported combat operations. Embassy guards are not eligible.

• Individuals must be attached to or regularly serving for one or more days with an organization participating in military ground or shore operations; attached to or regularly serving for one or more days aboard a naval vessel directly supporting military operations; actually participating as a crew member in one or more serial flights directly supporting military operations in the areas designated above; or serving for 30 consecutive days or 60 nonconsecutive days. These time limitations may be waived for people participating in actual combat operations.

This medal may be awarded posthumously. Each military department may grant exceptions to the personnel eligibility criteria and shall prescribe appropriate regulations for administrative processing, awarding and wearing of the medal.

A bronze service star can be worn on the suspension and service ribbon for participation in *Desert Storm* from Jan. 17, 1991, to a date to be determined.

See AlNav 65/91 DTG 071936Z June 91 for details. □

Awards and insignias

Warfare insignia update

Warfare-qualified personnel may have one earned warfare insignia embossed above their name on the leather name tag worn on the Navy blue pullover sweater. Personnel not warfare qualified, but qualified for other breast insignia, except patrol pins, may emboss one earned insignia above their name.

The embossed color of the insignia will be the same as the metal version. See NavAdmin 076/91 for more details. □

CHAMPUS collects debts

Delinquent debts to the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS) could come out of your federal income tax refund, if not repaid within a reasonable amount of time.

A spouse who doesn't owe funds to CHAMPUS, but who files a joint income tax return with a person who has a past-due debt, may contact the Internal Revenue Service for assistance in protecting any part of the tax refund which may be payable to him or her. □

A talk with "The Bear"

Story by JO1 Lee Bosco

The task of leadership is not to put greatness into humanity, but to elicit it, for the greatness is already there — John Buchan.

He is the genuine article. The image of a tough, intelligent, confident leader broadcast from Riyadh, Saudi Arabia, during the Gulf War is completely accurate. Occasionally, the media can present a false image of their subject — not so with *Desert Storm* commander Army General H. Norman Schwarzkopf. He is very much a "what you see is what you get" man.

Americans got to know Schwarzkopf from their own living rooms through television as he briefed the country on the progress of the war. His use of phrases like "the luckiest man in Iraq" (referring to an Iraqi truck that sped through the cross hairs of a coalition bomber seconds before the bridge it was traveling on was destroyed) and the pride with which he pointed out the accuracy of U.S. laser-guided bombs zeroing in on the doors, windows and ventilation ducts of Iraqi military installations gave the public insight into his unique character. His confident, sometimes humorous demeanor went a long way to calm Americans' apprehensions about the war.

His final press briefing, tailored to the average American through use of football terms such as "Hail Mary play" and "end run," explained the intricate plan that defeated the Iraqi forces and exposed Saddam Hussein

Right: Gen. Schwarzkopf returned to a hero's welcome, but modestly deflects credit to the men and women who served under him.

as an inept military leader.

Schwarzkopf's charm and charisma, combined with his military brilliance, have made the Gulf War hero the most sought-after interview in the wake of Operation *Desert Storm*. After delivering the commencement address to the 1991 graduating class at the U.S. Naval Academy, the *Desert Storm* commander took some time to talk to sailors through *All Hands* to give his views on the Navy-Marine Corps team's contribution to the liberation of Kuwait.

In a war so heavily reported in the media, so quickly won and wildly celebrated after victory, some of the Navy's contributions may have been lost in the spotlights and confetti. But Schwarzkopf is well aware of the Navy-Marine Corps team's accomplishments.

"In my speech at the academy, I presented what I'd call an impressive list of firsts — the Navy was the first military force to respond to the invasion of Kuwait, establishing sea superiority and projecting air power immediately. These actions, among others, stopped Iraq from marching into Saudi Arabia.

"During *Desert Storm* there were six carriers at war — that hasn't happened since World War II. Four of them were in the Gulf at the same time."

He is also quick to note the Navy's technological victories during the Gulf War. "The Navy's weaponry — the *Tomahawk* cruise missile, the SLAM [stand-off land-attack missile] and the F/A-18 had never been used in combat, nor had the AV-8 *Harrier*s, the *Aegis* cruisers or the remotely piloted vehicles. All of these systems' performance was impressive."

"The Bear," as he is affectionately known, also cited the contributions of a pair of the Navy's older components. "It was the first tandem deployment of battleships since the Korean War," Schwarzkopf pointed out, noting that USS *Missouri* (BB 63) and USS *Wisconsin* (BB 64) delivered more than 1,000 tons (2.1 million pounds) of naval ordnance on Iraqi targets."

Operations *Desert Shield/Storm* called for the quickest and largest military sealift build-up since World War II, which Schwarzkopf praised as "an 8,000-mile, 250-ship, haze gray bridge, one ship every 50 miles from the shores of the United States to the shores of Saudi Arabia — off-loading 9 million tons of equipment and petroleum products." He also cited the first ever deployment of maritime pre-positioning ships that, as early as Aug. 15, projected a 15,000-man Marine Expeditionary Brigade ashore, including tanks, armored vehicles, trucks and 30 days of ammo and supplies.

Another part of the Navy's mission before, during and after the Gulf War — maritime interception — drew a respectful smile from the general. He applauded the sailors of the "Navy ships that provided the teeth in the giant steel jaws that crushed Iraq's ability to supply or sustain its forces."

The general went on to single out the Navy leaders responsible for the ironclad blockade against Iraq, specifically VADMs Henry Mauz and Stanley Arthur, for their resourcefulness and leadership.

"There are times when as a leader, you have to create the procedures; you have to write the manual, and you have to teach your troops how to use it. That's exactly what they did with maritime interception operations," Schwarzkopf said.

"These brilliant admirals took more than 200 ships from 13 nations and molded a team that conducted more than 10,000 flawless intercepts, which formed a steel wall around the waters leading to Iraq. Thanks to the Navy's superb efforts, not one cargo hold, not one crate, not even one pallet of sea-borne contraband ever touched Saddam Hussein's shores. The result — Iraq lost 90 percent of its imports, 100 percent of its exports and had its gross national product cut in half."

Department of Defense photo

Left: President Bush greets Schwarzkopf at the Washington, D.C., victory parade. The general's high-profile schedule has kept him hop-scotching across the country.

"The Bear"

In all of his appearances since the end of the war, one theme runs through his statements — coalition — not necessarily the international coalition formed to face Saddam Hussein, but the coalition he believes must exist among the U.S. military services.

"With shrinking military forces we are inevitably going to become a contingency-based force," he said. "That is, no longer will we have forward presence all over the world. Our forces will be concentrated in areas, and they must have the capability to deploy rapidly to other areas of the world should their presence be required. I think that's going to be the direction in which all of the armed forces are going to be moving — to have that contingency ability."

While all branches of the armed forces made significant individual contributions to the Gulf War effort, the general was quick to emphasize the importance of the cooperation between the services.

"We could not have won if the Air Force and naval aviation had not swept the skies together," he said. "We could not have won if the Army and Marine Corps had not crushed the enemy ground forces together. We could not have won if the Navy and the Coast Guard had not dominated the seas together. We could not have won without all the services joining forces with our coalition partners from around the globe working together as a team.

"Together we showed a ruthless dictator and the world that no nation can brutalize its neighbors."

And Schwarzkopf believes that's one reason the war got such strong support from the public.

"I think there are several reasons for the public support," he said. "First of all, our cause was just, and, unlike Vietnam, which this war is always being compared to, I don't think there was any question in anybody's mind as to what our cause was — what the end game was.

"Secondly, our objective was clearly spelled out — kick Iraq out of Kuwait.

"Finally, I think the American people have always supported the military. I wasn't the least bit surprised by the great support we had. I've always had great faith in the American people."

He cites the Grenada operation as evidence. "All the doom-sayers said the people wouldn't support our military action in support of that country, but they did. Americans *want* to support the men and women in uniform, particularly when it's very clear that we're fighting in the cause of liberty."

Asked about the strategic decision to carry out the now-famous "end run" around Iraqi positions, Schwarzkopf explained how the Navy-Marine Corps team helped make it the success that it was.

Department of Defense photo

Schwarzkopf said that in the days leading up to the war, he never lost faith in the American public. The troops coming home to the well-deserved hero's welcome has justified his belief in the American people. "America wants to support their men and women in uniform, particularly when it's very clear that we're fighting for liberty."

Department of Defense photo

"The 'end run' was really based on the enemy's position. The enemy very much was expecting us to conduct an amphibious operation, and it pinned large numbers of forces down because of that. You know there's an old adage in warfare: 'Hit 'em where they ain't.' That's exactly what we did. They [the amphibious forces] were sensational. While they were deceptions, they were vitally important."

Schwarzkopf also had high praise for the Navy-Marine Corps team air forces.

Four hundred fifty aircraft from six carriers churned out an average of 276 combat sorties each day. Navy and Marine Corps aviators flew more than 25 percent of all the air missions flown during *Desert Storm*. "Add to that more than 280 precision *Tomahawk* cruise missile launches, and you just begin to see the complexity of applying Navy/Marine Corps air power in *Desert Storm*," he said.

Although U.S. air and ground forces grabbed most of the television camera lights and newspaper headlines, the general made a point to recognize the significant accomplishments of the less visible Navy components.

"The Seabees did an outstanding job constructing vast tent cities and putting up bases for the Marines," he said. "They did a tremendous amount of road construction in the eastern sector in support of the logistics effort and the Marine penetration into the Iraqi area."

Another area that brings out the general's pride is the performance of the Reserves. As the liberation of Kuwait began with *Desert Shield*, the news media began spotlighting the rare reservist and active-duty service member who couldn't or wouldn't answer the call. Schwarzkopf set the record straight on this issue.

"The media reported the odd, isolated incident. The whole organization, in each of the services, is made up of very patriotic people who are very professional military men and women. That's their job. They know that when the balloon goes up, its their job to be there. They were there, and they did a great job."

As far as the future of the Gulf region is concerned, the general sees an expanded Navy presence. "The President has already indicated that more Navy ships will patrol that area, and I think you'll see that happen," he said.

He has been called a foot-soldier's general. Does he also consider himself a deckplate sailor's general?

"Sure, I hope so. You will never hear me talk about *Desert Storm* without talking about soldiers, sailors, airmen, Marines and Coast Guardsmen. It was a team effort, we all did it together and I consider myself lucky enough to command all of those forces. I consider each and every one of them my special troop, and I was proud to be associated with them. They were great members of the team, and I was very proud of the Navy's performance in the war." □

Bosco is a staff writer assigned to All Hands.

Heavy medal

Sailor wins PECE prize

Story and photo by JO1 Denny Banister

The new medal earned by Electrician's Mate 1st Class Walter Bennett won't appear on his Navy uniform. The two-and-a-half inch diameter, gold-on-silver proof medal is too big, too heavy, too valuable — and not regulation.

On June 19, at the U.S. Supreme Court building in Washington, D.C., the American Institute for Public Service presented Bennett and 12 other Americans the Jefferson Award, the nation's most coveted and prestigious award for outstanding public service.

Bennett received the award for developing his "Water for Life" community project in Kitsap County, Wash., and joins the ranks of prominent Americans similarly honored. Past winners include Dr. C. Everett Koop, Jerry Lewis, Henry Kissinger, Jessie Jackson, Lee Iacocca and former President Jimmy Carter.

Bennett coordinates the Personal Excellence through Cooperative Education (PECE) program for USS *Alabama* (SSBN 731) (Gold), based at Bangor, Wash. Bennett conceived of his Water for Life project while helping elementary school children clean up a small creek behind their school.

"One of their classroom projects involved raising salmon from eggs and releasing them," Bennett said. "The creek running behind their school used to be a salmon stream, but the habitat could no longer support the fish. So we did a little cleanup on the creek, hoping the children could someday release salmon there."

After the creek cleanup, Bennett suggested a continuation of the project on a larger scale — Dyes Inlet. "Up to that point, the PECE program in our area had each individual command working separately with different schools," Bennett said. "I saw this as a perfect opportunity to get all the commands and the entire school district to cooperate and focus on one common goal."

Bennett's organizational efforts paid off. After classroom sessions discussing ecology and the environment, more than 400 school children, their parents, teachers and other citizens of the community joined 300 sailors in the first Dyes Inlet cleanup last fall. The volunteers picked up enough trash to fill seven dumpsters.

"We held a second cleanup this spring, and this time we filled 12 dumpsters," Bennett said. "This showed the kids that cleaning up is not a one-time shot. The trash we picked up the second time wasn't all discarded since the first cleanup — it came in from the rest of Puget Sound."

Included in the debris littering the water and beaches were tires, a waterlogged television, a rusted shopping cart and a barbecue grill. Some might consider the Dyes Inlet litter problem impossible to resolve and become discouraged, but Bennett views it as an opportunity for Water for Life to grow.

"We're extending the program," Bennett said. "We're seeking funding to generate an entire educational track that we hope to make available to schools throughout the country so the Water for Life project can be adopted at every watershed."

CAPT Kevin J. Reardon, commanding officer of *Alabama*'s gold crew during the Water for Life project, said the Jefferson Award was a well-deserved personal honor for Bennett. "But this award also recognizes the

The Jefferson Award was presented to Bennett for his work to preserve the environment through his Water for Life Program in Kitsap County, Wash.

substantial amount of hard work and effort by fellow crew members and family members around Sub Base Bangor," Reardon said.

Reardon credited Bennett with galvanizing the crew into action.

"The crew generated further enthusiasm with Navy family members in the area," Reardon said. "What evolved was a widespread community effort. The final result was only possible due to a lot of cooperation from both the Navy and civilian communities in Kitsap County." Reardon added the Jefferson Award shines a well-deserved spotlight on all who participated.

Due to the nature of their work, Navy personnel are transitory in their communities. "Unfortunately, a lot of Navy people take the attitude they can't do anything because they will only be there for a couple of years," Bennett said.

However, Bennett feels Navy personnel can still have a positive impact. "We are part of our communities, and we benefit from anything we do to make them better. I started this project just one year ago, and it's made an incredible impact on our school district, not to mention the impact it's starting to make on a much larger scale."

Bennett leaves the Bangor area in February 1992 for a new duty station, but he feels the program is on track and will continue. "When I go to my next duty station, I hope the guys that I follow there had the foresight to do the same kind of thing and build up their community," he said. "I know I'm going to run into Water for Life somewhere else without having started it in that area."

While Bennett views the Navy's PECE program as a perfect vehicle to expand Water for Life, he realizes the necessity of finding additional sponsors. "We can make it available to school districts across the entire country, and they don't have to partner with the Navy. They can partner with any major corporate interest in their area — businesses, chambers of commerce — it doesn't matter. All they need is a partner to help them out."

Bennett said he didn't know anything about ecology and the environment when he started Water for Life. "But now I realize that by taking care of our watersheds, we take care of every environmental issue we face. It's been an incredible environmental education for me. If we can make that same kind of change in all kids, we've got a great future." □

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Gunfire over Baghdad

Neophyte fliers show off the right stuff

By JO1 Melissa Wood Lefler
photos by PH2 William Lipski

More than 20 years ago in the surface to air missle (SAM)-filled skies over North Vietnam, A-6 *Intruder* crews felt their palms sweat and their hearts pound. Flying low-level bombing runs, the *Intruders'* specialty, each crew found that every mission brought an adrenalin rush.

During Operation *Desert Storm*, things didn't change much. In the skies over Iraq and Kuwait, the vintage yet vital bombers performed as always — only the crews were different. The aging *Intruder* was back at war, doing what it does best, this time with a new cast of aviators.

For LTJGs Scott Guimond and Fred Frey, the natural feelings of uncertainty and anxiety that accompany first-time combat flying were multiplied 100-fold. Guimond, a pilot, and Frey, a bombardier navigator, had just graduated from advanced flight training in December when both were sent to fly with Attack Squadron (VA) 75, deployed with the aircraft carrier USS *John F. Kennedy* (CV 67), in the Red Sea.

"I graduated from the 'RAG'[Replacement Air Group] Dec. 3, 1990, and got orders to *Kennedy* the same day," said Frey, who did so well during training that he was accelerated into the class ahead, Guimond's class. "I was pretty excited, but apprehensive, to say the least."

"It was basically, 'get your stuff, pack your bags, you're out of here,'" agreed Guimond. "I wanted to go [to the Persian Gulf] right away," he added, "but I felt kind of funny joining a squadron that had been out there in the Middle East four or five months, since this would be my first fleet experience ever."

Frey and Guimond joined the squadron while *Kennedy* was in Jiddah, Saudi Arabia, Dec. 29, the same day the ship sailed for the Red Sea. By mid-January, the ship, the squadrons and their brand-new aviators were fighting a war.

Fellow squadron mates soon learned that they had no qualms about having the neophyte aviators alongside them in battle. Guimond and Frey, already top of their classes in school, soon confirmed themselves the cream of the new crop.

"They proved themselves really early," commented one pilot, LT Mike Walsh, who remembers suddenly finding out that Frey would be in the seat next to him. "I was TAD to Riyadh, Saudi Arabia, for two weeks, and when I got back I found out that one of us was going to take a new guy and break him in.

"I knew the war was coming soon," Walsh continued. However, there was no time to slowly acclimate his

Photo by CDR John Leenhouts

A VA 75 A-6E launches from *Kennedy* during Operation *Desert Storm*.

new partner to the situation, as Walsh would have otherwise done. "I explained what I expected of him," Walsh reported, "that he'd work his systems and I'd take care of the rest.

"The first combat flight Fred and I flew, he did really well," the pilot continued. "We had some pretty serious navigation system problems, and he overcame them like he'd been doing it for years.

"It was a tough hop for his first flight, never mind a combat mission," Walsh admitted. "In fact, our first five or six hops, we scored bulls-eyes on the targets, thanks to Fred . . . " Walsh broke off, repeating admiringly, "Like he'd been doing it for years."

Bombardier-navigator LT Al Misiaszek got to fly with his new pilot and crew mate Guimond a handful of times before *Desert Shield* turned into *Desert Storm*.

"I was very comfortable with Scott after only a few hours," said Misiaszek. Still, the more experienced aviator admitted it takes time to develop what he calls a "crew concept," wherein each aviator knows the other's strengths and weaknesses and how to compensate for them.

"Scott was basically a big sponge," said Misiaszek, "He just wanted to learn, to soak up knowledge. He learned really quickly. Some people are just natural pilots, and he's one of them — really sharp, really aggressive."

Some of Guimond's seemingly instinctive ability for combat flying may have indeed come quite naturally. His father flew the same plane, in the same squadron, in Vietnam. More coincidentally, the senior Guimond's crew mate and bombardier navigator, CAPT A. Hardin White, is now Guimond's air wing commander.

"It was fate that I would come here," Guimond mused

philosophically, "I should have never doubted it.

"My dad was really excited about my orders," Guimond continued. "He left the Navy after a tour in Vietnam and doesn't fly anymore. I think he misses it," speculated the young pilot.

But the elder Guimond's feelings of elation and pride concerning his son's assignment were mixed with anxiety. "My dad was nervous for me during the deployment because he knew what I'd be seeing," Guimond acknowledged. "He was worried about the Iraqi air force. Because he'd been a pilot in combat, he had specific concerns rather than general concerns, as other peoples' parents had.

"I thought about my dad an awful lot during the deployment," reflected Guimond, "That I was in the same squadron, and I was even flying the exact same plane — it was almost eerie."

Although Guimond and Frey were brand-new to squadron life, they certainly weren't the only men in the squadron to whom combat flying was an unknown quantity. This unscheduled deployment, coming right on the heels of a completed six-month cruise, became a baptism by fire for many Navy fliers.

"Of 36 guys in our air crews, 34 had never seen combat before — including me," said VA 75 skipper CDR Bob Besal. Although Besal admitted that he monitored the new men in the squadron closely, he said he wasn't unduly worried about the recent graduates. "Because of where the squadron was, I knew that we would have been sent the best."

Still, said Besal, Guimond and Frey had to absorb what most newly reporting aviators take months to thoroughly rehearse in about two weeks.

"No question about it, they had a very short time to learn the way our squadron does business, such as our special tactics and refueling from Air Force tankers — something they had not done before. Also, our planes are a little different from those they flew in the replacement training squadrons," the veteran pilot noted.

In mid-January, when word came that the war had started, Guimond and Frey abruptly halted their get-acquainted phase. Besal recalls the seemingly universal mood on board that day. "It was electric throughout the ship — word spread extremely fast. I shouldn't imagine there was anyone asleep on the ship the night the first launch went.

"All the bombs came up to the flight deck," Besal continued.

"Because we had rehearsed it all so many times, it was perfect."

The fifth day of the war, Frey found himself airborne and southwest-Iraq bound on a five-hour mission.

"We flew over an airfield, trying to draw out the Iraqi's SAM radar," Frey recalled. "We were trying to knock out the radar just before an Air Force strike."

Frey remembers drinking a lot of water during his first mission. "My mouth was continuously dry from apprehension," said the bombardier-navigator. "I noticed that [dry mouth] a lot more than in school. I was worried about getting shot at, and worrying about not screwing up. What was great about flying with a pilot who knows as much as Mike, was that he knows if you are doing it right or wrong," he added.

After a while, Frey found himself becoming accustomed to integrating his role as a warrior with his former persona. "You learn to compartmentalize," he related. "You put aside your fears about your personal safety and the welfare of the folks back home. You only deal with your personal feelings at certain times because those feelings

Crewmen from VA 75 move a bomb across *Kennedy's* flight deck the day before the first strikes of *Desert Storm*.

Aviation ordnancemen mount a laser-guided bomb on a VA 75 A-6E before one of *Kennedy's* missions.

are distracting. It's something you get better and better at the more you practice it," he concluded.

And as for the concrete task at hand in the air Frey related, "At a certain point, it hits you that you can actually do this."

The culmination of his assimilation into squadron life during wartime came when Frey flew in formation with his commanding officer on his wingtip, just before Besal transferred to a new duty station.

"We had a really successful mission," Frey recalled with quiet pride. "After that mission, I felt confident that I was now just one of the guys."

Besal, in turn, was relieved and grateful to see his faith in the new men swiftly and thoroughly rewarded.

"Normally it would be at least several months before I would have sent them on something so complicated — very large, coordinated, sometimes international multiplane attacks are extremely detailed and require extremely high standards of performance," the squadron skipper admitted. "But because of wartime operational demands, I couldn't protect them. I had to fly them all the time."

Besal's resolution not to treat the young aviators differently than the rest or to single them out for special attention extended to Guimond's first combat flight and was made with a reason, Guimond figured out later.

"My first mission was the first A-6 daytime strike of the war," Guimond recollected. "It wasn't low; we used high-altitude tactics, so our major concern was about the enemy fighter threat.

"I prepared, briefed and debriefed just like anyone else," the young pilot continued. "In fact, I found out about the assignment through the grapevine — someone came up to me and told me they'd seen my name on the schedule.

"I did think it was strange at the time (that the CO didn't want to talk to me)," Guimond said, "but I see now how it [the way the situation was handled] made me less nervous and put me at ease.

"I heard later that the skipper was pretty worried," he continued. "I wasn't the only new pilot in the squadron on that mission."

Like Frey, Guimond discovered that he was unusually thirsty in the cockpit as he flew five-and six-hour combat missions. "I learned to conserve my energy for the flights," he disclosed. "I brought candy and a lot of water up with me."

Although he started flying daytime missions, Guimond was soon piloting night-bombing runs as well.

"When I got a couple of night strikes behind me, I thought 'I can do everything they ask of me,'" Guimond proclaimed jubilantly.

When an A-6 from another U.S. carrier in the region was lost over Iraq, sorrow brought the aviators of VA 75 back to earth.

"It was a reality check when I realized that a plane was shot down," said Guimond. "Most of the guys got more determined after that. We all pushed a little harder."

Guimond said that although he had mentally prepared himself for a wartime schedule before reporting to the squadron, he had no idea of the intensity of the timetable.

"It was totally new to me, having flights that long, tanking up with the [Air Force] KCB-135 — a lot firsts," he summed up.

Frey agreed, "I hope it's all downhill from here," he said

A VA 75 pilot and a crewman preflight their A-6E before a *Desert Storm* mission.

with his trademark low-key grin. "Scott and I definitely got front loaded — a normal cruise is about 70 hours in an A-6; we each got 110 hours in a month and a half. Normal cruises might even be anticlimatic after this," Frey speculated good-humoredly.

For Besal, although he too had to face combat for the first time, the next-to-hardest part by far was waiting it out when he wasn't flying. Even more difficult was not letting his emotions show for months on end.

"I'd be sitting in the ready room, the minutes crawling by, waiting for my guys to come back," said Besal. "The moment we had radio contact, I'd be waiting for the duty officer to announce that everyone was accounted for. Then I could breathe easier," he reported, adding proudly, "They all came back, every time."

VA 75 lost no planes or personnel during the Persian Gulf War, nor did any squadron assigned aboard *Kennedy*, adding to the popular shipboard legend that CV 67 is a lucky ship and leads a charmed life.

Besal is more likely to attribute the squadron's perfect *Desert Storm* record to excellent Navy flight training, knowledgeable and hardworking enlisted mechanics and the long-lasting A-6 itself.

"Although the flight hours were admittedly a strain on the planes, they held up beautifully," Besal exulted, adding, "Every system, every tactic, worked perfectly."

"The A-6 definitely works for this war; we got bulls-eye after bulls-eye," Frey echoed, unaware of his CO's identical assessment.

While flying night and day, day after day, Guimond and Frey still had a little time to unwind. They liked to spend some of that time reading the enormous volume of mail that came pouring into the ship, indicative of the warm and sympathetic support back home.

Besides expected letters from his father and girlfriend, Guimond got quantities of mail he didn't anticipate at all. "Everybody on the ship got huge amounts of mail," he reported. "I got letters from high school friends I hadn't seen or thought about in years, and from their brothers and sisters and parents, too. It was incredible."

Frey also got mail from distant acquaintances, including sisters and mothers of his friends, as well as those now-famous, 'Dear *Kennedy* sailor' epistles. "It was pretty entertaining to read about how some of the schoolchildren and their teachers viewed the war and us," he chuckled.

Although neither aviator can manage to view himself as a hero, their boss holds a different perspective.

Besal returned to the United States before the war ended, on a routine transfer to a new duty assignment. As soon as he got back, he called the aviators' wives and parents of fliers who were single. "I want you to know that your sons are the stuff legends are made of," he told them.

Guimond's father didn't need to be told. He traveled from Connecticut to Pier 12 in Norfolk to greet his son amid the wild euphoria the day *Kennedy* pulled into port.

The two aviators deny that they did anything remarkable, although they feel proud about what they accomplished, and gratified for the reception they received when they arrived back home.

For Guimond and Frey, having the war behind them means becoming just one of the guys that much quicker.

They looked forward to the next class of new aviators who will check into their squadron, because, as Frey put it, "You're always the 'new guy,' until another new guy comes aboard."

Chances are good that the next group of 'new guys' to arrive at VA 75, won't have to face the expedited rite of passage that many young pilots so successfully took during Operation *Desert Storm*.

While credit certainly belongs to the men, recognition is also due to the system that trained them, and is perhaps long overdue to the machine that they flew — the A-6 *Intruder*. □

Lefler is assigned to NIRA Det. 4, Norfolk.

NTC Orlando volunteers

The Navy becomes part of the city

Story by JO2 Celeste Barrett Rubanick

It's lunchtime at Naval Training Center (NTC) Orlando, Fla., and Chief Legalman Jim Christie rushes to his car like thousands of other base personnel. Unlike the others, however, he's hurrying so he can pick up and deliver 14 or 15 meals to homebound, elderly people on his "Meals On Wheels" route.

"I do it because I like it," Christie said. "You reap what you sow. I try to treat others as I want to be treated, and I like to think someone would do this for me if I needed the help."

Christie is just one of approximately 5,000 volunteers at NTC Orlando who helped the command contribute more than 51,000 hours of community service in 1990. As a result of these efforts, base representatives received the President's Volunteer Action Award at the White House in April. More than 3,500 organizations were nominated.

"Central Florida has a strong tradition and heritage of volunteerism," explained RADM Louise Wilmot, then-commander of NTC Orlando. "Our local NCOA [Non Commissioned Officers Association] chapter, which provides many of our volunteers, raised more than $50,000 for Navy-Marine Corps Relief by selling *Desert Storm* shirts. Most of the commands on base have a Meals On

Photo by Jim Allen

Right: CTR1 Donna Price of NTC Orlando paints window trim at a residential home in the community.

Right: A small thing like helping students with a class project can make a big difference in their lives. Sailors in Orlando do these kinds of things to make that difference in their community.

Wheels lunchtime route. We fit right into this community."

Wilmot attributes the success of the volunteer program to its coordinator, Marcia Reinwald. Her office puts out a "Volunteer Connection" newsletter that lists all the volunteer projects available for the next month. There's never a problem getting people to sign up.

"If they go once, they're hooked," Reinwald said.

Another important program — one recognized by the governor of Florida in 1990 — is "Saturday Scholars" or "Partners in Education." For six Saturdays in a row, sailors (usually attending "A" school) and students from a local school (fifth- or sixth-graders) work one-on-one on basic remedial education, particularly reading and mathematics. On the seventh Saturday, a graduation ceremony, tour and picnic are held on base. Tests given before and after the program show reading skills often improve two or three grade levels during the six weeks.

"I give up my Saturdays because it's a lot of fun," said Seaman Mella Arnold of Service Schools Command (SSC). "I meet a lot of different kids and have a great influence on them. They think the military is really special. We can teach and correct them, and they listen to us because they look up to us so much. You come back with a really warm feeling because you've taught them something. I plan to continue doing this."

Sailors also contribute two or three hours during the week at local middle schools as teachers' aides, tutors and science fair judges. Seabees have also helped with craft classes.

"These programs have a positive effect on the sailors as well," noted CAPT Richard Sloane, SSC commanding officer. "You take a young sailor who had a middling high school career — he made it through, but he really wasn't interested — and he feels good about himself when he can

teach others."

Seaman Recruit Denita Dozier, working with her last "Saturday Scholar" program before reporting to USS *Hunley* (AS 31) as a torpedoman's mate, said, "I have a son in fifth grade, and I know this is a great influence on children his age with math and reading problems. I enjoy being with the children since I have two myself. They can never have too much education. This is a great program."

"Another reason we are successful is that we are very protective of our volunteers," Wilmot added. "If someone takes our sailors and Marines for a volunteer project, we tell them they must take care of them. Beverages and food must be available. In addition, we provide transportation, which is very attractive to a young sailor in school with no car."

The third major program, "Green-Up Orlando," used 570 people donating 4,550 hours to plant more than 5,000 trees and shrubs within the city.

"We left at six in the morning and spent the day planting bushes and trees in different parks and along the interstate," said SN Cheryl Clifton of SSC and a "Partners in Education" volunteer. "We also painted playgrounds in the Navy housing areas."

As a result of their services to the community in the three major areas — elderly, education and environment — NTC Orlando was awarded the $50,000 Disney World Bob Allen Award for community service in April.

U.S. Navy photo

Left: A sailor takes time to make a young student feel special while helping him with his math. Below: LNC Jim Christie of "Meals on Wheels" delivers a hot lunch to a waiting customer.

U.S. Navy photo

Volunteers

Right and below: Whether it's physical labor or technical work, sailors aren't shy about rolling up their sleeves and pitching in for the benefit of the civilian community. Sailors say that these projects also make them feel good about themselves.

Photo by Jim Allen

"Before, we could only bring labor. Now we have dollars as well as volunteers," said Wilmot referring to the award.

Other volunteer projects included: Project Uplift (which helped mail 3,500 pounds of Christmas cards to military personnel overseas), Holiday Food Drives (for 240 military and civilian families), Sunshine Foundation/Dream Lift Canada/Give Kids the World (guided terminally-ill children during visits to Central Florida), March of Dimes, Multiple Sclerosis, Muscular Dystrophy and local nursing homes.

"We are lucky in that this is a city base, only five minutes from downtown instead of 30 miles outside the city," said Wilmot. "As a result, we're close to the people who need help and can do Meals on Wheels deliveries at lunchtime. We are a part of the city."

"It's common to see entire families working on a project," said one volunteer. "I bring my kids to everything I work on. They're able to help, and most importantly, they are seeing at a young age that they can spend their lives helping others less fortunate. They never throw away a toy or clothes — they package it up to give to another child."

"It is a miracle of our people," President George Bush said, prior to presenting the award to Wilmot, "that Americans care. Volunteers such as these show that individuals working together *do* matter. That light burns within us, and we need only to share it." □

Rubanick is assigned to Naval Reserve Public Affairs Center Norfolk, Unit 208, Jacksonville, Fla.

U.S. Navy Photo

Team support runs deep

Going beneath the surface of USS Louisville

Story and photos by JO2 Jon Annis

Terri Noel was scared. Her husband, Torpedoman's Mate 2nd class (SS) David Noel, had deployed four weeks earlier aboard USS *Louisville* (SSN 724) when their 18-month-old daughter, Elizabeth, became very ill.

"Elizabeth, who has Down's syndrome, had pneumonia," Terri said. "I was in pieces. Here's my baby not moving at all in an oxygen tent, and I'm alone."

That night, Terri called Chris Hoying, her ombudsman, who told Terri she was there for her and to let her know if she needed anything. Terri asked to speak to David. Hoying said she would do her best. Around midnight, David called Terri at the hospital.

"Somehow, some way, Chris got through," Terri said, her voice breaking. "It was really hard for both of us. I was struggling. We were crying on the phone. We were scared. I told him, 'I know you're feeling there's not a lot you can do, I just needed to talk to you.'"

During Elizabeth's recovery, Terri received several more calls of support from David and Hoying. After 10 days, Elizabeth was released from the hospital.

Above: TM2 David Noel, even while down in the belly of *Louisville*, was able to receive word of his daughter's illness through the command support team.

Fortunately for Terri, *Louisville* had made a rare port call. Usually, as any submariner will tell you, communication with a submarine is very limited because of operational security. When a submarine is hundreds of feet below the ocean surface, contacting a crew member with a family problem is even more than difficult — it's impossible.

While these problems were familiar to *Louisville*'s command support team, the submarine's schedule didn't make the deployment any easier. The submarine deployed two days after Christmas, six weeks earlier than planned, and quickly proceeded to the Persian Gulf. At the onset of Operation *Desert Storm*, when *Louisville* flawlessly fired the first *Tomahawk* missile from a submarine in combat, news reports filled telephone lines with concerns from parents, wives and significant others.

Like Terri, families and friends of the submariners knew to turn to their command support team for help. Each team is familiar with crisis situation and is prepared for emergency needs.

Louisville families would call command ombudsman Hoying, a crew member's wife of eight years with a full-time job and children of her own. Even so, Hoying spared the time necessary at work or home bending her telephone elbow for the wives of *Louisville*.

"I received calls from an awful lot of very young wives living a long way

from home," Hoying said. "I've talked to people about how to be comfortable using an automatic teller machine and to people with problems like Terri's. You have to have a lot of compassion and yet be able to hang up the phone [after consoling someone] and not let it bother you."

Those on the local home front also formed a support group, an informal gathering with excellent attendance by girlfriends, fiancees and most of the *Louisville* wives staying in San Diego. The group didn't settle on the name "wives' group" or emphasize officers so that everyone would feel welcome. It met several times during the four-month deployment for a picnic, party and other get-togethers along with long discussions to dispel fears and rumors.

When *Louisville* quickly got under way, one man responsible for quelling the crew's uneasiness was the Chief of the Boat (COB), Master Chief Electrician's Mate (SS) William L. Daffern. Like a command master chief aboard other commands, Daffern monitored the crew and made recommendations to the commanding officer. The senior enlisted man also acted as a counselor and resource person outside the normal chain of command.

"Playing a combat role was a little different," Daffern said. "Crewmen had concerns. The big challenge was getting people deployed early.

"If there's a problem they feel they can't put through their leading petty officer, all people in my crew know they can come right to me. I try to evaluate a crewman's state of mind and the ship's mission," he said. "The captain makes the final decision on what to do."

As in all commands, the chain of command was the first resource to turn to in any given situation.

However, a *Los Angeles*-class submarine like the *Louisville*, with its crew of 135 officers and men, didn't have the same resources that are on board many larger commands. And unlike fleet ballistic-missile submarines, *Louisville* didn't have the help of an alternating crew ashore either.

Instead, an attack submarine's team relies on yet another team from its squadron. In *Louisville*'s case, Submarine Squadron 11, one of two squadrons of Submarine Group 5 at San Diego's Naval Submarine Base (NSB) provided many services.

Hoying described the squadron's off-crew coordinator as the hero of the team. Master Chief Yeoman (SS) Charles R. Sorrell was a vital link between the sub and shore. He sent, received and routed official messages, as well as a limited number of 90-words-or-less familygrams which constituted the submarine's receive-only "mail."

"My job is two-fold. I work on both the military and family side of the house," Sorrell said. He managed members of *Louisville*'s crew that stayed behind. If there had been any problem that required sending a crew member home, he said he would have done "everything but meet them at the pier."

According to Sorrell, he has done that too, with airline tickets in hand, for a submarine coming pierside in San Diego. Sorrell said many of the

Left: Elizabeth Noel is now fully recovered from her bout with pneumonia.

Right: David shares a happy family reunion with Terri, Elizabeth and his other daughter Stephanie.

resources he needed were a few steps away in the squadron's chaplain's and doctor's offices.

In addition to a number of community-sponsored resources, the NSB family service center (FSC) completed the team by providing an array of education, information and counseling services. The FSC employs only licensed counselors, including many with postgraduate degrees, and offered programs ranging from budgeting classes to puppet shows for child development.

"We don't just work with the spouses," said Mary Rotterman, director of the center. "We counsel significant partners too. In order to encourage a healthy marital relationship, we start working on communication before the marriage even begins."

While providing care, each center counselor was assigned to represent a list of commands and coordinate predeployment and postdeployment briefings. The briefings were mandatory for married crew members of *Louisville*, so Terri knew just who to call to activate her command support team.

"It was amazing what Chris did," Terri said. "I had no clue where Dave was. With the war going on — he had just left. I didn't think I was even going to be able to talk to him. I said, 'there's no way, but please try Chris.' And she did it!"

She did it with many hours of telephone calls. Hoying recalled she comforted Terri that evening and had her call the Red Cross to send an official message to the base confirming the emergency. Then Hoying contacted the base duty officer and both persistently tried to reach *Louisville*. David was finally reached several hours later through a complex chain of telephone calls and messages. The matter was passed on to the off-crew coordinator the next morning, who, with the squadron's chaplain and doctor, tried to determine the family's needs and whether David should be sent home. David, meanwhile, spoke with his chain of command and the COB. A collection began and arrangements were made for him to go home as early as that evening. In the end, their daughter Elizabeth began to recover, and after more telephone calls, Terri felt the crisis was waning so David decided to stay.

Since David's return, Elizabeth has stayed as healthy and active as ever. She was standing and supporting herself on the furniture.

"I'd like to think it's because of me," David said. He expressed regret at how difficult it was to communicate with his family while deployed, but knew this was an inherent part of the submarine Navy. A second-generation submariner, he wears his father's submarine service "dolphins" and has spent nearly eight years of his own life in submarines, most recently as leading petty officer of his division.

"I think the best thing about submarines is the camaraderie. We really pull together," David said. "That's one thing you do when you're welded into a steel pipe. The neat thing about it is it carries on after you pull into port.

"And as far as taking care of my family, there's no better place to do it than the Navy."

For the wives of *Louisville* and for their ombudsman Chris Hoying, another difficult deployment is past. After Terri's husband returned she wrote a letter to the local ombudsman council. The council then voted *Louisville* "command of the quarter" among San Diego-area submarines.

In Noel's nomination letter, she thanked each member of the *Louisville* team, concluding with, "that's my command, my backbone, my friend, my pride and joy." □

Annis is assigned to NIRA Det. 5, San Diego.

Capture of USS *Pueblo*

Midway warrant officer remembers year as POW

Story by JO3 William S. Permer

In November 1967, USS *Pueblo* (AGER 2), an old Army cargo ship converted into a Navy communications/surveillance ship, left her home port of San Diego for her new home port of Yokosuka, Japan.

On the way, *Pueblo* and her 82-man crew pulled into Hawaii for two weeks of damage control training.

Christmas came and went in Yokosuka for *Pueblo*'s crew. One of those men was Ray L. Aluague, now a chief warrant officer assigned as USS *Midway*'s (CV 41) wardroom and S-5 division officer. Early in January 1968, *Pueblo* and then-MSSN (steward) Aluague set out for Sasebo, Japan, and two days in port there.

Pueblo pulled out of Sasebo Jan. 10, heading for her area of operations off the coast of North Korea. Her mission — to keep North Korean communications under surveillance. Most of the ship's operations were conducted under the cover of darkness.

"We would go in at night and we would leave our operation area before dawn," said Aluague. "I didn't have any idea that *Pueblo* was a 'spy' ship."

Pueblo's normal surveillance operations continued for about two weeks. Then, at 8 a.m. Jan. 24, the ship was surrounded by four North Korean torpedo boats and one sub chaser. The North Korean boats circled like sharks 25 to 30 yards from the ship, according to Aluague. The ship's communications officer was then ordered to raise the national ensign.

Approximately 30 minutes later, gunfire erupted. From his work station on the lower decks, Aluague could hear the 1MC bark over the sounds of rapid gunfire, "All hands. Man your battle stations. Do not go topside."

Photo by PH3 Christopher Alford

CWO2 Ray Aluague was a crewman on board *Pueblo*, when she was captured by North Koreans in 1968.

The gunfire continued while *Pueblo*'s commanding officer passed the order to destroy classified materials aboard the ship. An explosion at his work site threw him and his shipmates back through the hatch and into a bulkhead. Aluague was underneath another sailor and covered in the man's blood. Aluague moved the injured man onto the mess decks and tried to give him first aid while the firing continued.

A few minutes later, the CO's voice came over the 1MC, "Stand by for boarding party. I'm surrendering the ship."

Aluague could only wonder why the ship's captain had chosen not to fight.

When the North Korean boarding party came aboard, Aluague saw several men in foreign fatigues with bayonetted rifles surround the ship's crew. Aluague was still attending his wounded shipmate when his non-English speaking captors motioned with their rifles for him and his shipmate to leave the area.

He and his shipmates were blindfolded with torn strips of sheeting and during the next three hours the invaders questioned and beat *Pueblo*'s crew on the ship's main deck while other members of the boarding party searched through lockers in the crew's berthing areas.

At approximately noon, *Pueblo* pulled into port in Wonsan, North Korea. It was the first time a Navy ship had been captured since the 1800s.

One by one, the men of *Pueblo* were led off the brow of their ship. Still bound and blindfolded, they could only hear the North Korean people shouting, "American warmongers! Kill!" They couldn't dodge the blows that rained down on them, while waiting for a train that would take them further north to the capital, Pyongyang.

On board the train, the men were interrogated and beaten during the entire trip, and were allowed no food or sleep.

"My thoughts were of my family. I really was scared. All I was doing was praying," he said. One of his tormentors caught him praying and hatefully told him, "God won't help you!"

The skipper told the crew to remember the Code of Conduct. Aluague clung to that, and would

only tell his tormentors his name, rank and service number.

Eventually, the train reached Pyongyang. *Pueblo*'s crew was forced off the train into another crowd of jeering North Korean citizens. After nearly half an hour of waiting, a bus arrived to take the men to their final destination — a small farm somewhere in North Korea. They were allowed no rest that night. They were taken, one at a time, into another smaller room, and were again beaten and interrogated.

"When it was my turn, they took me into a small room," said Aluague. "They asked me where I was from. I told them, 'the Philippines.' They said, 'Why did you join the Navy?' I said, 'The Navy was recruiting in PI.' Then he told me, 'You lie! You did not join the Navy in PI!' Then the guards would hit me."

The interrogation went on for two to three hours, according to Aluague.

In the third day of their captivity, Aluague and the rest of the men were again interrogated and were told they would be shot if they were found to be lying. By this time, the North Koreans had learned that Aluague was a steward who worked in the officer's mess.

Finally, the North Koreans brought out Aluague's enlisted service record to prove he was lying.

"I couldn't really believe that they had captured our service records," he said. "I almost collapsed."

That night the prisoners were told that, "tomorrow you will all be put on the firing line," according to Aluague.

The prisoners were not shot the following day as threatened. Instead, they were taken to a room where three long tables stood covered with classified, secret and top secret material from *Pueblo*.

"I couldn't believe the files hadn't been destroyed," said Aluague.

Then the North Koreans forced *Pueblo*'s captain to sign a confession of spying. After the captain, every man in the crew was also forced to sign the statement.

"When I signed, I felt as though I gave up my country," said Aluague. After all the prisoners had signed the false confession, they were given their first meal in three days — a small bowl of rice and fish heads.

Conditions in the camp were miserable. According to Aluague, all of the prisoners developed diarrhea and malaria within the first few days. The beatings and interrogations continued daily, despite the signed confession. Some of the beatings left Aluague permanently scarred.

After six months, the prisoners were told that if the United States would apologize for their spying they would be freed.

After months of inhumane treatment, the captain of *Pueblo* approached the North Korean general in charge of the prisoners and offered an ultimatum to either let his men go or to kill them now.

Instead, the general increased their rations to two pieces of bread and some jelly instead of the rice and fish heads. The prisoners were also fed twice a day, at 10 a.m. and 10 p.m.

Although the men's routine had changed, they were still prisoners, and they were still beaten and interrogated every day.

The entire crew of *Pueblo* took this treatment for 11 months until one day they were awakened, hurriedly showered, shaved and given clean Korean clothing to wear.

Three hours later, the crew of *Pueblo* was standing at the Demilitarized Zone between North and South Korea, looking into South Korea over the "Bridge of No Return."

"We were told by the guards, 'Start walking and don't look back or we'll shoot you,'" said Aluague.

"I was crying while crossing the bridge because I didn't believe we were being repatriated after 11 months," said Aluague.

After almost a year of imprisonment and torture, 81 men were released to the U.S. government. The man Aluague had tried to help on board *Pueblo* had died, but his body accompanied the crew.

Upon returning to the United States, the repatriated sailors were greeted as heroes.

"It was like a fiesta," said Aluague. "I was free. I couldn't believe that I was going to come back alive."

However, the trials of *Pueblo*'s crew weren't over yet. After a three-month hospital stay to determine the physical and psychological condition of the former prisoners, the officers and crew of *Pueblo* were taken to Treasure Island to stand trial at a Court of Inquiry. They were found guilty of surrendering the ship without a fight and all were recommended for courts-martial, according to Aluague.

Fortunately, then Secretary of the Navy Paul R. Ignatius, put a stop to those proceedings. Aluague received a letter from the secretary stating that "the officers and crew of *Pueblo* have suffered enough," and that the Court of Inquiry was under courts-martial.

"I thought I was lifted up in the air — like I was walking on air," said Aluague.

Continuing his Navy career seemed to be the only right thing to do for Aluague. However, he did switch from surface to submarine duty, and spent 20 years in the Navy's submarine program. During that time, he was commissioned as a warrant officer.

Midway is the last command Aluague will serve aboard during his Navy career. He will ride her back to San Diego for decommissioning, the same place *Pueblo* departed in 1967.

On May 9, 1987, the officers and men of *Pueblo* were recognized as American POWs. Later, Aluague was sent back to the states by *Midway*'s former Commanding Officer CAPT Bernard J. Smith to receive the POW medal *Pueblo*'s crew deserved. □

Permer is assigned to USS Midway*'s (CV 41) public affairs office.*

Ame
celeb

Photos by

Not since the end of World War II has America shown the outpouring of affection and gratitude displayed this summer. Parades and victory celebrations began as soon as winter gave way to spring. This year may be recalled as the year America's pride resurfaced. And who received the cheers and appreciation? All our service men and women were given a hero's welcome.

rica
rates

Bosco

Photo by JO2 Andrew I. Karalis

The victory parade in New York — arguably the nation's largest and definitely the nation's loudest — drew nearly 5 million people who crammed into a two mile stretch of Manhattan Island called the "Canyon of Heroes."

Photo by JO2 Andrew I. Karalis

WE STAND BY YOU!
CITIBANK
CROSS

Photo by JO2 Andrew I. Karalis

CWO2 Ed Bailey

Further south, the monuments of Washington, D.C., provided the perfect backdrop for another celebration, as patriotic crowds saluted the fraction of *Desert Storm* vets lucky enough to march in the parade. The man on the street got the rare opportunity to thank the people who protect this country and were called upon to put their lives on the line in the war against Iraq.

Those who participated, both military and civilian, in victory celebrations after the war have the memories of those events. Everyone else can look at the photos on these pages and know that the amount of gratitude expressed at all of these events was large enough to go around.

Provide Comfort

Navy-Marine Corps team gets new image

Story and photos by JOC Marjie Shaw and JO1(AW) J.D. DiMattio

Above: Kurds recognizing the Red Cross symbol flock to it for medical attention.

"We never get so tall we can't kneel down to help someone else," said Senior Chief Boatswain's Mate Paul S. Greene of the Navy's Special Boat Unit 20. "You can tell by looking at them when people appreciate what you are doing. You can really tell here."

Operation *Provide Comfort* introduced a whole new image for America's battle-hardened Navy and Marine Corps forces.

Riding the wave of Operation *Desert Shield/Storm*, sailors and Marines gained the status of heroes liberating the people of Kuwait. They were heralded as the warriors that risked their lives for their country and democracy. On April 16, 1991, Navy and Marine Corps resources were mobilized to complete a mission of mercy — Operation *Provide Comfort* in Turkey and Northern Iraq.

Sailors who normally loaded missiles and ran to general quarters stations found themselves stacking tons of emergency supplies, including food, medicine, blankets, tents, bottled water and water purification systems.

Marines were now on the front lines of a different war — a battle against hunger and death. Their battle plan included patrolling the streets of cities and villages assuring the safety of those Kurds brave enough to resist the forces of Saddam Hussein. They also were on the hunt for the hundreds of thousands of Kurds who took refuge in the mountains fearing for their lives.

Marine units became responsible for finding and destroying tons of abandoned live munitions. Many of them found their weapons replaced by arms of a different sort — hammers, saws and muscle-power.

This transition from warriors to guardian angels left a lasting impression not only on the Marines and sailors, but on the world as well.

"We didn't know what to expect," said Marine Capt. Robb Odom of Marine Medium Helicopter Squadron 264. "We got to Silopi [Turkey] and had enough time to drop off our gear and immediately started resupply efforts to the Kurds in the mountains."

The resupply efforts ran daily for two months. The Marine squadron and other coalition forces from the United Kingdom, France, Canada, Italy, Germany and Spain were responsible for delivering 12,092.6 tons of relief supplies.

Operation *Provide Comfort* demanded precise timing and organization. Navy factions from USS *Theodore Roosevelt*'s (CVN 71) battle group and Commander 6th Fleet ensured that personnel, emergency supplies and equipment were flown

Above: Keeping order in a chaotic situation was only one facet of the Marines' mission in Turkey and Northern Iraq. Left: Young Kurds pay a visit to the dentist.

to Incirlik, Turkey. Personnel were then moved out by Navy air components, like helicopters of Helicopter Support Squadron 4, or Air Force carriers. The goods were trucked cross-country to the Service Support Base in Silopi. From here, coalition forces delivered supplies to the Kurds. The resupply effort relied heavily on Navy volunteers.

The more than 300 resupply sorties per day ran smoothly thanks to four Navy air traffic controllers from Tactical Air Control Squadron 21, aboard USS *Guadalcanal* (LPH 7).

Air Traffic Controller 1st class (AW) Gerald T. Sodano, the group's leading petty officer, said, "Coming out here and putting our 2 cents' worth in is going to mean a lot. We helped the people in the mountains by keeping everything here safe and orderly."

During Operation *Provide Comfort* there were no accidents or incidents during take-off and landing operations.

"Our main job is to make sure we keep the helicopters away from each other, make them aware of traffic in the area, send them to spots and get them loaded so they can get food out to the people who need it," said AC2(AW) Reggie Rowe.

Although fighting in the area was over, *Provide Comfort* was no Sunday walk in the park. The possibility of attack, either on bands of Kurds or resupply missions, and the tons of ordnance left behind by retreating Iraqi troops often made the region tense and always inherently dangerous. Marines and sailors still carried weapons, gunners flew on the helo resupply flights and explosive ordnance disposal (EOD) teams worked dawn-to-dusk to remove and destroy caches of mines, mortar rounds, rocket-propelled grenades, hand grenades and plastic explosives.

Marine ground forces could not enter Iraq from the Turkish border until a three-man EOD team from the 24th Marine Expeditionary Unit (MEU) removed explosive charges from a bridge across the Tigris River. Marine Gunnery Sgt. Richard "Butch" Laitinen said, "We're finding most of the stuff we believe is from

the Iraqi army and the Iraqi police when they moved south from here. We're finding it in houses, buried in piles along the street, on rooftops and in all kinds of different places." On the average, this three-man EOD team disposed of 10,000 pounds of ordnance every day.

The war continued on another front. Disease, exposure and starvation were the enemies. In the early days of *Provide Comfort* Kurds in the mountains were dying at a rate of 2,000 a day. City dwellers in Iraq did not fare any better.

"Raw sewage is dumped into the water system, the same water system that (people drink from). We're lucky we don't have cholera here," said Hospital Corpsman 1st Class Terry Quinn of the 24th Marine Service Support Group (MSSG), in Zahko, Iraq. "We are treating everything from malnutrition, to burns, to injuries."

"Children suffer when they pick up live grenades or mines left behind by Iraqi soldiers," he said. When this team arrived, the children would beg for food so the sailors and Marines would hand out Meals, Ready to Eat (MREs). In response, the children voluntarily brought weapons and munitions to the medical tent to trade for more MREs. But sometimes these arms exploded, causing serious injuries to the youngsters.

This four-man medical team treated more than 300 patients a day. The Marines of the 24th MEU set up a water purification site on the banks of a Tigris River tributary that turned the polluted water into "the water that you would get from your tap back home," said Marine Cpl. Scott Kikia, a water purification unit operator.

With this effort, cholera and cholera-related diseases dropped dramatically, said Quinn.

Marine Lance Cpl. Donald R. Orosz, of 24th MSSG attached to USS *Charleston* (LKA 113), said, "The mobile purification plant produces an average of 6,000 gallons of water a day. The people of Zahko tell us that this unit is a godsend."

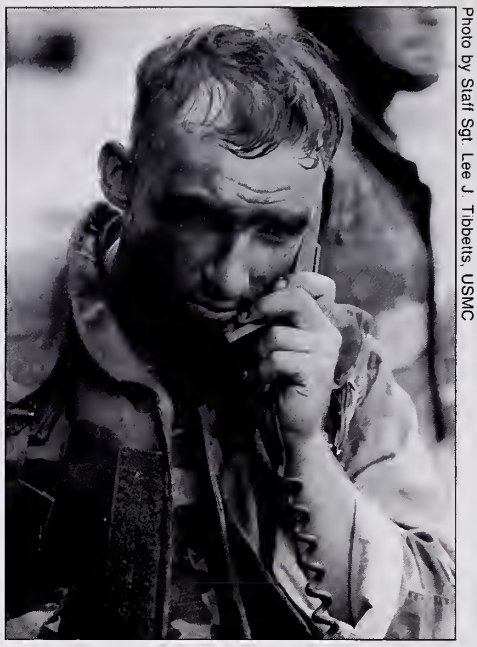


Photo by Staff Sgt. Lee J. Tibbetts, USMC

A radio operator from Alpha Command Group, Battalion Landing Team 2/8 is tired and dirty after moving to his new home.

Thanks to these sailors and Marines, the Kurds left their mountain dwellings and moved into temporary tent cities throughout Northern Iraq.

These "safe havens" began with the temporary tent city in Zahko and extended east and south deep into Iraq. Marines of the 24th MEU were part of a joint operation with the Royal British Marines tasked with securing the cities of Dahuk, Al Amadiyah and Cukurca.

In Al Amadiyah, 70 miles east of Zakho, Marines of the 24th MEU linked up with Royal British Marines. "When we arrived here we found the Iraqis. When they saw us it was a bit tense, but they left and we haven't heard anything or seen them since. But we still feel there could be a threat and we are here to stop that threat," said Marine Sgt. Mike Heller.

The tent cities like Zakho were not meant to be permanent dwellings. They were stopover points until the Kurds could finally return to their homes, after the area was secured, and electricity, sanitation and running water were reestablished.

The exodus from their mountain dwellings began May 23. "We had to do something . . . these people can't live like that on a 45 degree slope in a tent with children," said Odom.

According to Combined Task Force estimates, more than 140,000 refugees had left the mountain camps by June 3.

A vital role in the entire relief effort belonged to Seabee battalions. Units from Rota, Spain; Sigonella, Sicily; and as far away as Gulfport, Miss., took on the challenges in Iraq and Turkey.

Their role in the assistance effort included repairing Iraqi heavy equipment. This equipment would be used to repair runways that would be instrumental in bringing further aid to refugees in the East. They constructed sanitation facilities and were part of the overall volunteer effort to build tent cities and distribute food and water.

"Whatever it takes, we're willing to do. If it's loading MREs or doing this airfield, we'll do it because these people need help. And we'll do it for as long as it takes." said Equipment Operator 1st Class Michael Shuck, leading petty officer for Naval Mobile Construction Battalion 133 in Sirsenk, Iraq.

There was no inter-service rivalry here. Members of all branches of service, in all the coalition forces, worked harmoniously toward the success of Operation *Provide Comfort*.

One Iraqi-Kurd Hussein Ahmed, a resident of Zahko, said, "My entire family of 51 were forced to the mountains. We watched children die. Our hearts go out to the Americans and the nations that saved our children and our lives by bringing food and safe haven for us."

Shaw and DiMattio were part of the Chief of Information's Joint Information Team that traveled extensively throughout Turkey and Iraq during Operation Provide Comfort.

Navy-Marine Corps team saves lives

"Providing comfort" in the aftermath of war

Story and photos by Marine Corps Staff Sgt. Lee J. Tibbetts

As a Marine helicopter lifts off from the humanitarian relief loading zone, the first image is of lush, green pastures ready for spring planting. A glimpse inside the CH-46 *Sea Knight*, from New River, N.C., brings reality back instantly.

Its cargo — 1,290 Meals Ready to Eat (MREs) and 18 boxes of bottled water — is destined for drop zone number one, temporary home to about 80,000 Kurds.

The green camouflaged helicopter banks left at the Tigris River and skirts east along the Turkey/Iraq border. Shepherds tend their flocks below. Specks of plastic shelters reflect sunlight and a meager life-style.

Turkish soldiers man lookout towers along a ridge to the left of the helo. The lush green is soon replaced by grays and browns now as the altimeter rapidly spins clockwise. Gentle rolling hills turn into jagged cliffs streaked with goat paths.

No man's land.

The river gorge narrows as the pilot maneuvers left and right like a swinging pendulum. Sudden air drafts blasting through the gorge lift and drop the helo, but the Marines push on. Their load is new life for the Kurds, the dif-

Above: Hundreds of Kurds rush to a Marine Corps CH-46 before the first pallet of MREs is shoved off.

Top left: Navy corpsmen treat a woman who collapsed outside of the aid station. Top right: Kurdish women ladle water from a mud hole. Bottom left: Marines of the 24th MEU are the first to land and secure the area for food deliveries to the starving Kurds. Bottom right: A refugee waits for water.

ference between surviving another day or digging more graves for those who didn't.

The air screaming in through the crew chief's window is colder now. Patches of stubborn snow hide in crevices away from the higher trail ahead. The helo climbs sharply to about the 6,000-foot mark.

Cresting the ridge, the view is gut-wrenching. Tens of thousands of tents, shelters and bits of plastic envelope the surrounding ridges and shallow valley beyond. A thin veil of camp smoke lingers like death above the camp.

A dozen relief workers attempt to control the 1,000 starving Kurds ring-

Top left: Kurds carry the latest victim of starvation. Bottom left: Relief workers try to control crowds competing for MREs. Below: A Kurdish youngster enjoys a fruit packet MRE delivered by Marines.

ing the landing zone. A few older Kurds help. A purple smoke grenade-canister is popped, signaling it's safe to land. The helo flares up a few feet above the ground blowing chunks of mud, rocks and trash into the horde of ravenous Kurds.

Relief workers plead with refugees to wait until the helo lifts off, but it's no use. The faster refugees dive into the first pallet pushed out the back of the helo. Small boys, their shirts bulging, sneak out through the throng of adults and teenagers. Older men are nudged aside by younger, stronger ones. It is survival of the fittest.

Meanwhile, women ladle water into an urn from a mud hole shared by a thirsty mule. Too frail and weak to compete for food, the women turn and disappear into the encampment.

The helo lifts off before the Kurds board. Equal food distribution is frustrating, but the Marines of the 24th Marine Expeditionary Unit (MEU), of Camp Lejeune, N.C., are only in charge of delivery.

On the edge of the drop zone, 50 meters away from the mass of MRE-carrying Kurds, a group of males somberly walk carrying a large bundle on a stretcher. The most recent victim.

A small boy looks at the pallbearers and turns away. He finishes eating a freeze-dried fruit mix, his large, brown eyes glistening with hope. Kurdish children are a resilient lot.

The boy smiles and thrusts out a dirty hand. The Marine feels the grip of an adult. The boy offers him a piece of cracker, but the Marine says, "No thank you."

The Marine, somehow, tries to overcome the language barrier and tells the boy, "more food will come." The boy again offers the cracker. The Marine turns and walks away so the boy doesn't see him cry. □

Tibbetts is assigned the the 24th MEU, Camp Lejuene, N.C.

Kurd's plight

Navy pilots have clear picture of mission

Story by Joseph Owen

If Iraqi refugees ever put together a scrap book of their flight into the mountains, they might consider asking the Navy for some snapshots.

The Navy should be able to come up with something, having shot more than 33 miles of film on the subject.

Since April 20, the pilots of Fighter Squadron (VF) 84, Carrier Wing 8, have made daily flights from the aircraft carrier USS *Theodore Roosevelt* (CVN 71) to photograph the mountainous Turkish-Iraqi border area to which thousands of Kurdish refugees began fleeing two months ago.

Roosevelt, which operated in the Persian Gulf during the war with Iraq, was ordered to the eastern Mediterranean Sea just south of Adana, Turkey, for the photographic reconnaissance flights.

Flight crews take pictures with a tactical air reconnaissance pod system (TARPS) mounted on the bottom of F-14A *Tomcat* fighter jets. When they return, intelligence officers on *Roosevelt* examine the pictures to track the volume, position and movement of the refugees, and also to locate any Iraqi troops in the area.

The ship's photographic lab has produced more than 7,000 prints for distribution to the military organizers of Operation *Provide Comfort*.

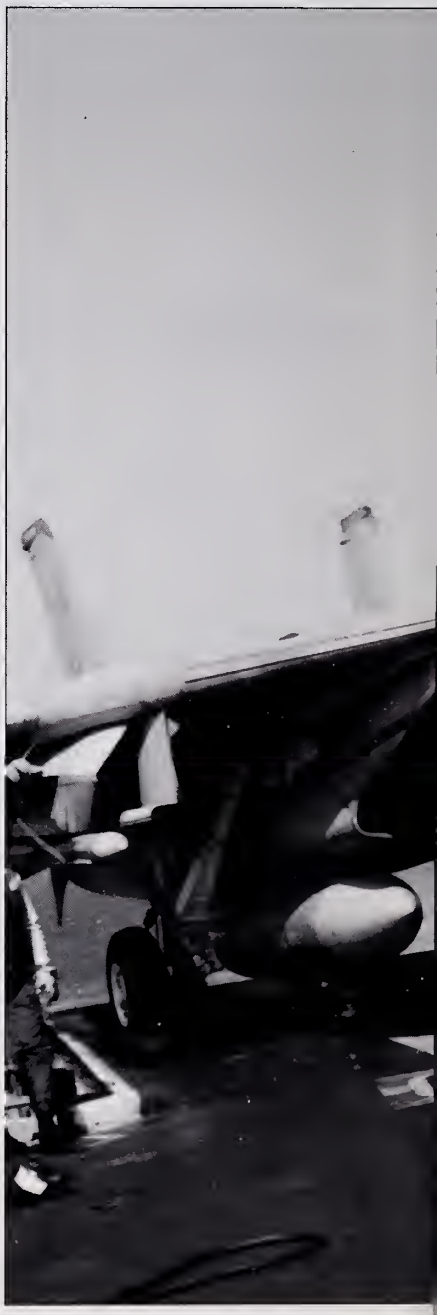
"I've been in the Navy for 17 years in intelligence, and I've never seen anything like it," said CDR Mark Lawrence, *Roosevelt*'s intelligence officer, referring to the scale of the reconnaissance effort from a single carrier.

Sailors processing, evaluating and distributing the pictures must work very quickly, because commanders on the ground need the data before further refugee movements render the pictures obsolete.

A photographic mission lasts more than four hours with half of that time consumed by just getting to and from Iraq over Turkey. A two- or three-plane relay is in the sky to perform the missions continuously, and the squadron alternates with a land-based Air Force unit to cover each 24-hour period.

Crews shoot film from altitudes of 4,000 to 14,000 feet, depending on the type of camera used. Because the camera pods don't have zoom lenses, the pilot has to position the plane at specific altitudes to get the desired shots. The crews usually photograph the entire Turkish-Iraqi border.

The film is handed off the jet for processing even before the plane stops moving. Photographer's Mate 1st Class Michael Harrison, the photographic laboratory supervisor, said his crew once delivered a finished photograph to the fleet admiral in nine minutes and 40 seconds after a jet landed with the film. Some of the film is infrared because the squadron also flies at night.



Right: VF 84 "Jolly Roger" sailors load a photo reconnaissance pod onto an F-14 *Tomcat*.

Intelligence officers examine each shooting twice, Lawrence said. In the beginning, each complete examination required six to 10 hours. Now, three or four hours suffice.

Troops in the field from several coalition nations and the United Nations receive prints that are less than 24-hours old. U.S. Marines in remote areas get them in sonobuoys dropped by S-3A *Viking* plane crews.

Sailors participating in the reconnaissance project stressed that watching the Iraqis was as important as finding and feeding refugees.

"We're flying over somebody else's country who doesn't want us to be there, and that adds a little excitement to it," said LT John K. Einhorn, who had flown seven *Provide Comfort* missions.

Lawrence said Iraqi anti-aircraft guns, other artillery, tanks and mortars are all within range of Dohuk, Iraq, where coalition forces are trying to help refugees return home and get their city working again.

"There is a threat out there. It's not a paper threat," said Strike Intelligence Officer LT John Clifton.

Even though *Roosevelt* crew members don't get to witness firsthand the refugees' distress or the resettlement efforts, they said they receive satisfaction from knowing their work is a key part of those efforts.

"I suppose we're a little bit detached, because I've never actually seen a Kurd, and I probably never will," Einhorn said. "But the work that we're doing is actually producing results." □

Owen is Stuttgart Bureau Chief, European Stars and Stripes.

U.S. Navy photo

Pinning down success

Sailor earns four warfare specialties in 13 years

Story and photo by JO1 Melissa Wood Lefler

"Can Bob come out to play?" Usually, those words are addressed to the mother of the house. But at the D'Agostino house in Virginia Beach, the wife of the neighborhood's most popular petty officer gets to answer that question daily — about her husband.

A Navy SEAL (Sea, Air, Land), Engineman 1st Class Robert D'Agostino is closer to "Mr. Wizard" at home, with a touch of the irrepressible Beaver Cleaver, than he is to Charlie Sheen's "Navy SEALs" character. That's how he likes it, and that's how his neighborhood likes him.

"All the kids on the block love him, although not more than he loves them," says D'Agostino's wife Helena. "When he's gone, they're always asking, 'When is Bob coming back?' And just before he's due to come home, it seems like the doorbell rings constantly.

"He likes doing things for people — like cooking lasagna for 80 coworkers," she added. "I'll be having a conversation with him one minute, and I'll turn around and he's gone — out the door, across the street, with his head under the hood of one of the neighbor's cars and a wrench in his hand. He's like a hyperactive adult-child," she concludes, smiling tolerantly, "but he's active in a positive way."

D'Agostino says simply, "My favorite thing is helping people."

Perhaps that's because the 13-year Navy veteran still clearly remembers when he needed help with dyslexia (a learning disorder that affects a child's ability to make consistent sense out of written symbols like letters and numbers and often sets children apart from their classmates).

D'Agostino not only overcame this learning disorder, he channeled his abundant energy and strictly disciplined himself to excel. This "regular guy," with a most irregular job has earned four warfare specialty pins, thus joining a sparse group of Navy professionals who wear multiple warfare pins.

Along with his Navy SEAL insignia, which he received in 1979, D'Agostino also has acquired surface, submarine and air warfare speciality designators. He is also qualified to wear the enlisted boat captain pin and jump wings. With more than 900 free-fall jumps, D'Agostino once served as the jump master for the Navy's now-defunct East Coast parachute demonstration team, the "Chuting Stars."

Currently working at SEAL Team 2, Naval Amphibious Base Little Creek, Norfolk, D'Agostino admits that he certainly never set out to fill his chest with devices. In fact, the odds are better than average that he, or any other sailor, would not earn more than two of the specialty insignia during a 20-year career.

Just back from the Persian Gulf, D'Agostino acknowledges that if it hadn't been for the war with Iraq, he probably never would have spent enough time on an aircraft carrier to earn his air warfare pin. D'Agostino modestly claims that it all had to do with being in the right place at the right time. But, the hard work had to come from within.

Never happy unless he's moving, D'Agostino not only isn't afraid to work hard, he's afraid not to work hard, co-workers say. And work hard he has.

His SEAL insignia hardly came easily. D'Agostino recalls that of his original basic underwater demolition class of 113 students, seven stood alongside him at graduation in Coronado, Calif.

"I guess I was more afraid of quitting than anything else," remembered D'Agostino, who signed up for the SEALS after seeing a poster on the wall in boot camp and because he wanted as much physical exercise as he could get in the military. "I had to get a certain mind-set to pass the course. I went day-to-day, then hour-to-hour."

Although SEAL training was tough, the physical part of it was something D'Agostino could relate to. At that time, as a rated signalman, he spent as little time as possible pouring over manuals.

"Book learning is difficult for me," said D'Agostino, referring to his dyslexia. "I have to study twice as hard as other people to get the same amount of information."

Because of his reading difficulty, D'Agostino didn't begin additional warfare qualifications right away, but when he started, he did it with a vengeance. In 1989, he earned his surface warfare pin in just 26 days. "I was deployed four times before I got my surface warfare insignia. It didn't inspire me at first — I wasn't mature enough to see its value."

What did inspire him was the challenge of sky diving.

"I was on my way home from a Med cruise when I heard they needed volunteers immediately for the Chuting Stars, so I said, 'Hey sign me up,'" related D'Agostino, who at 33 is in such good condition from running and pumping iron that he looks no more than 25.

"It was exciting being on the team," he recalls a little wistfully.

From the parachute team, D'Agostino went to Special Boat Unit (SBU) 24, where he made the decision to change his rate to engineman. Again, he had to go to war with his inclination not to want to hit the books.

"Being a signalman was comfortable; I could learn most of it on the job, which I liked," admitted D'Agostino, who was the 1988 Sailor of the Year at the SBU. "But an engineman working on the boats really inspired me. You know that good feeling, when something is right — like a sixth sense? Well, I watched him and thought, 'This is what I want to be — a good mechanic.'

"Engineman is a very broad rate — with all kinds of engines and boilers and information that you need to know. I studied, and took the advancement exam to change rates, and passed it."

By now, studying didn't hold the dread for the petty officer that it once had. So when he made a 42-day deployment on a special assignment aboard a submarine, he decided it would be quite a feat to add a third warfare insignia to the two he already wore. In five weeks he completed the qualifications it takes most submariners nine months to a year to fulfill.

"I worked and studied all day, every day," D'Agostino said. "The hardest part was that I had to learn 10 very complicated systems, then draw the whole system. But it was worth it. After my four-hour oral board, the CO of the submarine gave me my dolphins and said to me, 'This is no giveaway; I know you earned it.'"

EN1 Robert D'Agostino and his wife, Helena celebrate his accomplishment of earning four warfare specialties.

Normally, SEALS only have commitments on carriers during wartime, so D'Agostino didn't plan to add another warfare pin to his roster. But Operation *Desert Shield* changed that.

"As soon as I heard about *Desert Shield* I volunteered to go," said D'Agostino. "When I got to the Middle East, it seemed like my whole life had been a rehearsal for what I needed to do there."

During the war, D'Agostino "did a lot of moving around the desert." At one point, he found himself aboard an aircraft carrier in the region.

"All my life I've been fascinated with aircraft carriers," he explained. "I saw the opportunity to get my fourth pin and knew it was the chance of a lifetime. I decided that I was going to get it no matter what.

"The first thing I did was talk to the squadron master chief. He said, 'I never heard of anybody doing it — go for it.'" D'Agostino made qualifying as an air warfare specialist his full-time job.

"I could have laid back in my rack 24 hours-a-day while waiting to be transported to where we were going," D'Agostino said. "But this way, I got to meet everyone on the ship — that's important to me. Soon, it seemed like everyone on board knew what I was trying to do."

D'Agostino said he aged during the 1,000 hours he put in, 12 to 14 hours a day, seven days a week to get his fourth pin. "I needed 300 signatures total, so I wanted to get at least six or seven a day," he recalled. "I'd get depressed at times when I couldn't make the milestone I'd set for myself. It was a constant state of tension."

Although the most difficult, his air warfare qualification was also "the most enjoyable," said the SEAL. "I got to study something I like and can relate to — outdoors in the wind and sun.

"They're a special breed on subs; they don't see the sun; I felt like my skin was dead," he digressed. "I was a happy puppy dog when I got this," he exulted, as Helena brought his framed air warfare certificate to the kitchen table, where their bay window overlooks a peaceful Japanese-style pond, complete with carp and water lilies — the type of outdoors project D'Agostino relishes and recently completed.

"In my family, we have a lot of achievers," said D'Agostino, trying to explain his impetus to get all four pins — a force which was like a growing snowball once it started. "My sister was always number one. I wanted to do something that no one in the family had done before.

"This means twice as much to my parents because I wasn't the best student going through school," remembers D'Agostino. "I gave my mom the worst time of all of us, but," his Beaver-like grin flashes, "I like to think I turned out the best.

"They say I'm the first to do this [earn all four warfare specialities], the only guy in the Navy," he concluded. "I hope that's true." □

Lefler is assigned to NIRA Det. 4, Norfolk.

Installation restoration

The Navy cleans up its own back yard

Story by JO1 Sherri E. Bashore, photos by John Barksdale

The Navy has conducted many activities over the years using materials that, when not used or disposed of properly, can cause a hazard to our environment.

In years past, the Navy, like other industrial organizations, used disposal practices which were acceptable at the time. Disposal areas or landfills were established on base by public works personnel to discard solid waste from base operations. Liquid waste such as oils, paint thinners and paint were discarded into storm sewers, used in firefighting training or disposed of using other methods. We have learned that these methods, dating back to the early 1900s, were not environmentally sound, and they are no longer practiced. However, the result of those past practices still remains within the soil and ground water of some Navy installations.

In 1980, Congress passed the Comprehensive Environmental Response Compensation and Liability Act (CERCLA) which set up a "superfund" for cleanup of hazardous waste sites nationwide. The Navy began work at its sites under the Navy Assessment and Control of Industrial Pollutants program. Environmental engineers are now surveying stateside naval facilities for contamination under the Installation Restoration (IR) program. This is analogous to the Environmental Protection Agency's [EPA] superfund program and consists of preliminary assessment/site investigation followed by a remedial investigation/feasibility study and then by remedial design and remedial action plan.

The assessment phase of IR requires extensive research on the part of the

Below: Workmen install stainless steel temporary monitoring devices.

Navy's environmental engineers.

"Old maps of the bases are looked at to see where old landfills were," said Dave Olson, head of installation branch, environmental protection, safety and occupational health division, Washington, D.C. "Old records are looked at because a lot of times, some of the smaller bases' missions have changed. They may have generated a lot of hazards back in the '50s," he said. "They could have transitioned into an activity that doesn't have an industrial operation now, but may have in the past. We interview both current and former employees to find out what they do [as far as disposal and what they used to do]." The site inspection process of IR is expected to be 95 percent complete by FY92.

The next phase is remedial investigation. It is a characterization study consisting of collecting and analyzing samples of ground water, surface water, sediment and soil to determine the quantity and extent of contamination. After a remedy is selected, a course of action is designed and the clean up process begins.

"We originally went to activities we thought might logically have problems — aviation depots, shipyards, major air stations and the major naval bases," said Olson. "That made up about 80 activities that were assessed from 1980 to 1985. From there on, we've gone ahead and assessed another 150. Ninety percent of the assessment was done by [civilian contractors] but our [Navy] environmental engineers would go along for assistance. Some of the smaller bases [the remaining 10 percent] were done by our own people.

"EPA was tasked to put together a National Priorities List [NPL]. They have a model called the hazard ranking system," said Olson. "They put into that list the different factors about the kinds of contaminants at the site, whether or not there are receptors [people or animals] that may come in contact with [the area] and they look at how carcinogenic the materials are."

Soil samples determine the extent of underground contamination.

A generic score from zero to 100 is given to the site after investigation. "That score determines whether or not the area poses a problem. If it gets 28.5 or better, the site automatically gets put on EPA's NPL," said Olson. "There are about 1,200 sites in the United States that are on the NPL. One hundred-sixteen of those are federal facilities — 25 of which belong to the Navy."

The Navy's first Naval Air Station, NAS Pensacola, Fla., is one of the 25 naval installations found to have numerous waste sites and was placed on the NPL in December 1989.

"If you are placed on the NPL, you are on the superfund list," said Ron Joyner, an environmental engineer at NAS Pensacola. "But when it was set up there was no consideration given to federal facilities. The Superfund Amendments and Reauthorization Act of 1986 allowed EPA to put federal facilities on the NPL and authorized the Defense Environmental Restoration Account which is the Department of Defense superfund. Money from [this fund] is used to pay for the clean up."

The biggest contributor to the hazardous waste problem at NAS Pensacola is the volume of industrial material discarded from the naval aviation depot — solvents used in cleaning aircraft parts, paint thinners, waste paint and waste oil.

"The base is about 5,800 acres, and you can't just go in and start digging to try to clean out the hazardous material," said Joyner. "You can cause more environmental damage by trying to clean it up if you are not sure about what you are doing." That's why the extensive testing process was a prerequisite.

There are 37 potential hazardous waste disposal sites at NAS Pensacola. "Of those, there are 17 that we highly suspect have contamination," said Joyner. "We're trying to hit the worst ones first. We just finished the initial field screening of 10 of them, and of those 10, two were highly-contaminated areas.

"We have a number of methods of treatment," said Joyner. "We can pump and treat, which is basically setting a series of recovery wells down. We pump the ground water out of the recovery wells and extract it. It then goes through a cleaning process. Then we pump it back in [the ground]."

Another process is bio-remediation. This technique consists of either pumping bacteria into the ground or pumping nutrients for bacteria that already exist in the ground.

"They [the bacteria] actually eat the contaminants that exist. There are bacteria that feed on just about anything — paint solvents for example," said Joyner. "When the contamination is gone the bacteria die. They don't contribute to the waste problem because all that remains is carbon dioxide and water that they give out. When they die, they become organic waste.

"We also take soil samples," Joyner said. "We actually take a core sample out of the ground, we go down 10, 15 or 20 feet depending on what we expect at that particular site. We extract

the soil and do testing."

According to Joyner, whether extracting water or soil for testing, the EPA has the authority to send representatives to take split samples. "When samples are taken out of the monitoring wells, they [the EPA] take a portion, and we'll take another. That way they can take it to their lab and verify our results."

One of the largest areas of concern at Pensacola involves the storage area for JP-4 jet fuel or the "fuel farm," where an underground pipeline ruptured in 1969/70 near the four, 185,000-gallon tanks.

"This was discovered during inventory control or a weekly tank reconciliation," said Joyner. "The amount of fuel in the tank versus consumption revealed about 50,000 gallons of fuel unaccounted for. A contractor was hired to install monitoring wells to locate the area of contamination. Ten recovery wells were then installed. The way the systems works is that the ground water is pumped out because the fuel is emulsified in the ground water. The water/fuel mixture goes into a oil/water separator."

The oil is collected and can be reused. The remaining water is then processed through a stripping tower which removes any remaining volatile organic compounds before the water is placed back into the ground upstream from the recovery wells. This process is a continuous flushing operation which cleans both the groundwater and the contaminated soil.

A superfund site can have a major impact on the community in which it's located. Therefore, keeping the public informed is a high priority of the IR program. Community relations programs were set up to give the public the opportunity to comment on and provide input to technical decisions.

"We pursued an aggressive community information program to tell the people exactly what is going on, what we've done in the past and what we are doing now to alleviate the problem," Joyner said. "It has helped us a lot. That way the general public doesn't get the feeling we are hiding something within the gates of the air station."

Surface water samples are taken to labs where they are analyzed.

When the words "hazardous waste" are uttered, the immediate response from most people is, "What affect does this have on the health of the people living in the vicinity?"

"A risk assessment has been done, and it was found that there is no real risk to people," said Joyner.

"A risk assessment has been done, and it was found that there is no real risk to people," said Joyner. "The initial study was done for any radioactive material that might have been disposed of. It showed no concern, and most of the sites are isolated.

"It is an environmental problem, not a public health problem. But Bayou Grande is north of here — if we just let everything sit, we could have contaminants eventually entering Bayou Grande. The bugs would eat it, the fish would eat the bugs and we eat the fish — then you have a health problem. So we're trying to get the problem solved before it reaches that."

As a direct result of the IR program at NAS Pensacola, a number of new programs and policies were put into place. These actions were taken as environmental safeguards. They include a Hazardous Waste Minimization Program designed to reduce the amount of hazardous waste generated; Hazardous Material Control Program which identifies the type, quantity and safety requirements for handling and disposal of hazardous material used; and a Waste Water Treatment Plant where circulation was altered and a groundwater recovery system installed.

In addition to these environmental safeguards, a Hazardous Waste Storage Facility was constructed. This facility provides safe, controlled storage of hazardous waste material.

NAS Pensacola recently received the Secretary of the Navy's environmental award for an industrial installation. Their comprehensive IR program was one of the factors considered in the award.

The objective of the IR program is to have all the sites requiring remediation to be completed by the year 2000. According to Olson, the estimated cost for the clean up process is in the neighborhood of $25 billion DoD-wide. It's not a small problem, but it is one the Navy is meeting head on. □

Bashore is a staff writer for All Hands. *Barksdale is assigned to Ecology and Environment, Pensacola, Fla.*

Bearings

'Gunbearers' assist in Omani freighter crew rescue

An Omani freighter sent a distress signal which sounded like a shrill scream over the radio waves after the ship hit a mine and was taking on water about 30 miles south of the Persian Gulf's mouth.

Within five minutes of receiving the call, the "Gunbearers" of Helicopter Combat Support Squadron 11, Detachment 4, had a CH-46 *Sea Knight* helo in the air ready to begin the search and rescue (SAR) operation.

"We had been doing logistics flights to provide ships in the Gulf with men and equipment," said LT Bernie Sise, aircraft commander. "Our helos hold 24 people when fully loaded. We had our five crew members, and it just so happened that the ship had 19 people in need of assistance."

Once located, the damaged ship presented a different set of problems. The superstructure had sustained too much damage to allow the helo to either land aboard or to hoist up the survivors from the freighter. A *Sea Knight*'s tandem rotor downdraft, along with the increased weight of the ship taking on water and the possibility of flying debris, meant that an alternative plan had to be formulated quickly. The helo's SAR swimmer, Aircrew Survival Equipmentman 2nd Class Ervey J. Martinez, was lowered into the shark-infested sea with a hand-held radio, and after making his way to the ship, climbed up the ladder to the deck and was greeted by grateful crew members who took him to see the ship's master. Martinez radioed his fellow Gunbearers hovering overhead with the news that the ship's master said he felt the ship could remain afloat although the hull was flooding.

"Gunbearers" celebrate their successful search and rescue mission.

While the CH-46 *Sea Knight* was making initial contact, seven ships were heading toward the scene. When they were forced to return to USS *Kiska* (AE 35) for fuel, other helos took up the vigil in case the situation worsened.

After turning down repeated offers of help from various ships, the Omani skipper and crew were finally moved to safety aboard another Omani ship. Eight hours later, the crippled freighter sank.

"Everything else was dropped for the SAR," said Sise. "It's good to see that all the training the Navy does in SAR works. We kept helos in the air until we knew everyone was safe. And as long as the crew survived, it doesn't matter who got them." ■

—Story and photo by JO3 J. Vincent Dickens assigned to 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.

Ranger's dental team keeps war stats on bulkhead

When some people hear of wartime statistics for an aircraft carrier like USS *Ranger* (CV 61), they might think of the 4,253 sorties and 3,402 arrested landings made, or the 4.2 million pounds of ordnance dropped during Operation *Desert Storm*. But, the easiest "stats" to find for this San Diego-based carrier are painted on a main passageway bulkhead, and they are not directly related to aircraft.

Ranger's dental department kept track of its work done below decks during the war in the Gulf by painting symbols on the bulkhead to represent the 300 wisdom teeth pulled, 650 fillings and 100 root canals performed.

"It's a unique way of showing the crew what dental has accomplished while the pilots were taking out enemy boats and tanks," said Dentalman Ralph Herrera, one of two volunteer artists.

"We wanted to do it because we're proud of our department, and we enjoy artistic painting," said Dental Technician 3rd Class Freddie Carpio, the other off-duty painter.

The project came from an idea of dental's leading chief DTC Roland Manahan and *Ranger*'s assistant dental officer LCDR (Dr.) Matt McNally. "If squadrons can paint boats, bombs and tanks on their bulkheads," Manahan reasoned, "we can paint teeth, fillings and crowns on ours."

According to Manahan, if it weren't for dental's work, the pilots may not have been able to deliver their ordnance. "Readiness includes dental readiness. If the pilots don't keep their dental readiness up to par," he said, "they could be grounded because their tolerance for atmospheric pressure could suffer and impact on performance.

Manahan said *Ranger*'s dental department has continuously answered the bell, and feels that Carpio and Herrera are excellent representatives of the department's fine work. ■

—Story by JO3 Mike Kramer assigned to the public affairs office, USS Ranger *(CV 61).*

Bearings

Preble saves sailing yacht *Meermin* from disaster

On the Mediterranean Sea south of Sardinia one spring evening, the crew of the sailing yacht *Meermin* discovered a steady flow of water seeping through the deck. The water level rose faster than they could dewater the 41-year-old Irish vessel while they made periodic radio distress calls.

When morning came, the crew had received no answer to their SOS calls and were faced with at least two feet of water in the interior of the vessel and a water-damaged engine and batteries. As exhaustion set in and lessened the crew's dewatering rate, they realized there was a possibility of the sailboat being lost. A dinghy and life raft were launched as their prime means of survival, even though eyes scanning the horizon had seen nothing of a passing ship.

Near noon, Joan Newman transmitted a series of desperate calls for help using her hand-held radio, "Mayday! Mayday! This is *Meermin*. My vessel is sinking!"

The officer of the deck aboard the guided-missile destroyer USS *Preble* (DDG 46) heard the call over the bridge-to-bridge radio circuit. Communication was established and search and rescue efforts initiated. Coordinates given by the caller correlated with a visual surface contact on the horizon. CDR Lawrence V. Kester, *Preble*'s commanding officer, ordered an intercept course at 20 knots and the destroyer was alongside *Meermin* in 20 minutes.

Photo by LT C.L. Stark

Crewmen from the utility boat launched off *Preble* examine damage to *Meermin*, and eventually got her under tow.

Photo by LT C.L. Stark

Preble launched a utility boat and motor whale boat with a rescue and assistance detail to align a P-250 portable pump to dewater the yacht. A thorough inspection of the sailboat found a two-inch hole near the keel, which could only be patched from the outside. The flow of water stopped with a temporary plug and patch and saved the vessel from imminent sinking, but Kester determined it unsafe for an independent voyage. With the owner's concurrence, *Meermin* was taken under tow and began a slow transit to Palma de Mallorca, Spain.

When Newman learned that *Preble* was an American ship, she "ordered" two hamburgers and two cokes which were waiting for her when she came aboard. Newman thanked the crew for their kindness and hospitality and said, "You can't imagine what it's like to be in our situation and then see your ship coming to help." ■

—Story by ENS M.M. Ocampo, public affairs officer USS Preble *(DDG 46).*

News Bights

Navy Resale and Services Support Office, the worldwide headquarters for Navy Exchanges, has developed a convenient service to help save time and money. The new service, *Anchor Mail and Express*, offers mailbox rental, shipping and packaging and other related services.

Each *Anchor Mail and Express* center will be conveniently located for Navy Exchange customers. Each location will allow customers access to rental mailboxes, a mail drop and postage stamp machines — all day, every day.

The hours of operation for the new custom packing and package shipping service are convenient, as well. Most *Anchor Mail and Express* locations will be open 9 a.m. to 9 p.m. weekdays, 9 a.m. to 6 p.m. Saturdays and 10 a.m. to 3 p.m. Sundays.

Other services include: facsimile machines, notary public, business cards and rubber stamps. Each *Anchor Mail and Express* location may offer additional services according to the needs of their Navy community.

The first *Anchor Mail and Express* center opened June 14 at Naval Air Station Miramar, San Diego. It is anticipated that six more locations will open before the end of this year.

* * *

Restrictions limiting civilian blood collection agencies from holding drives on Navy installations were lifted in March. The restrictions were announced early in December 1990 to protect the military donor pool in order to ensure adequate supplies of blood were available in the Middle East to support Operations *Desert Shield/Storm*.

Navy directives specify that when donor support to civilian blood collection agencies conflicts with fulfillment of military blood needs, the access of civilian blood collection teams must be limited or denied.

When civilian agencies were restricted — allowing the Navy access to a stable number of donors and developing donor schedules to meet projected requirements — military personnel were encouraged, but not required to donate blood to military blood donor centers rather than civilian agencies. Since Navy and Marine Corps members are traditionally an excellent source of blood donors for civilian blood collection agencies, some agencies had to look for additional donors in the civilian community.

During Operations *Desert Shield/Storm*, the Armed Forces Blood Program supplied 90,000 units of blood to medical facilities in the operational theater. The Navy Blood Program provided 21,000 of these units. Blood that was not used was returned to the United States, where it was used or frozen before its expiration date. Additionally, 5,200 units of frozen blood were on hand aboard the hospital ships USNS *Mercy* (T-AH 19) and USNS *Comfort* (T-AH 20). Frozen blood has a Food and Drug Administration approved shelf life of 10 years, in contrast with 35 days for liquid blood.

* * *

Variable Housing Allowance (VHA) policy for newly-enlisted or Navy veterans returning to active duty changed as of Aug. 1, 1991. VHA rates are now based on where the sailors' family members live, rather than where the service member is located for training.

This change benefits new enlistees who travel unaccompanied to "A" schools prior to their assignment to permanent duty stations, and who have family members in a different state with high housing costs. Once the member is permanently assigned to a command, the VHA rate is based on the permanent duty station location.

* * *

Naval Military Personnel Command's (NMPC) title went away on May 15 as NMPC and OP-01 staffs combined to recreate the Bureau of Naval Personnel (BuPers).

NavAdmin 058/91 outlined new BuPers organizational codes, which replaced former NMPC and OP-01 codes and telephone numbers.

Most phone numbers, including those for detailers, remain the same. As of July 15, only new codes are accepted on all message traffic.

The consolidation of staffs is expected to streamline personnel functions while maintaining high standards of service to the fleet.

* * *

The Broadened Opportunity for Officer Selection and Training program (BOOST) is looking for fleet inputs to its fall 1992 class.

BOOST prepares sailors for the Naval Reserve Officer Training Corps (NROTC) Scholarship Program, NROTC Scholarship Program Nurse Corps Option or the U.S. Naval Academy (USNA). Each BOOST graduate is eligible for an NROTC Scholarship or an appointment to USNA, depending on the individual's qualifications.

The deadline for completed applications is Dec. 1, 1991, for the fall 1992 class. See your command career counselor and ask for OpNav Notice 1500 for eligibility requirements and application procedures. □

Mail Buoy

Money matters

I found an error in your May 1991 issue on Page 3 with a title of "Financial." As a disbursing clerk I am disappointed that the Navy has discontinued issuing the $50.00 savings bond. The smallest available by allotment is $100.00. Your figure of $17,356.08 is good for a $50.00 monthly allotment which is a $100.00 bond

DK1 Douglas R. Engel
Richmond K. Turner (CG 20)
FPO Miami

• *Good catch. It should have been a $50.00 allotment for purchase of a $100.00 bond. — ed.*

Bravo Zulu

I have read *All Hands* magazine every month for the past five years while I have been in the Navy. My first duty station was USS *San Diego* (AFS 6), a combat support supply ship. The reason I am writing this to you, is because I don't think the AFS community gets enough recognition it deserves. The men and women of these fine ships work hard and fast to support the fleet, we are talking about ConRep, VertRep, fueling, etc. Most of the time, they work around- the-clock and are more than willing to make a sacrifice to ensure that the mission is completed safely and productively. I would like to dedicate this letter to the men and women who served on support ships and to thank them for a job well done.

YN3 Randolph L. Scott
COMHELSEACONWING 1, Norfolk

Mistaken identity

As a career aviation ordnanceman, I feel it necessary to correct an editing error I am sure has caught the eye of many a shipmate. Your article "Putting the pieces together" (May 1991 issue) identified a couple of "red shirts" rearming an aircraft for another mission from USS *Midway* (CV 41). My jaundiced (critical?) eye finds fault with an F-14 *Tomcat* on the deck of *Midway* where for years CVW 5 has operated the much vaunted *Hornet*. A case of mistaken identity? Indeed, a minor error in so fine a magazine. Keep up the good work in enlightening and entertaining sailors everywhere.

—CW04 T.C. Moore
VF 124, NAS Miramar, Calif.

All Hands May 1991 has an error on Page 26-27. It shows aviation ordnancemen aboard USS *Midway* (CV 41) rearming an aircraft for another sortie. The picture shown is an F-14 aircraft. The USS *Midway* has no F-14s, but instead they have the F/A-18.

—AMCS J.N. Knights
USS *Theodore Roosevelt*
FPO New York

• *You're both right. The photo was shot on USS* Independence *(CV 62) not USS* Midway *(CV 41). — ed.*

I'm writing in regards to one of your articles in the May 1991 issue of *All Hands* magazine. The article was titled "Putting the Pieces Together", and was very informative. But, I noticed on Page 27, the lower right-hand photo by Spec. Samuel D. Henry depicts Army model CH-47's and the caption states they're CH-46 *Sea Knight*.

—Sgt. Doyle Eldridge
HMM-268 FPO San Francisco

R•E•S•P•E•C•T

I just received the *All Hands* for June 1991. I must say that you showed a total lack of compassion by printing the photograph of Gayle Edwards and her children. I for one am outraged that you would show so little concern about the grief of the families who have lost loved ones in defense of their country. Yes, we should show concern for the families, but not in the midst of the sorrow and shock the family is experiencing. I feel you owe Mrs. Edwards and her family an apology for your total lack of taste. If this were a subscription magazine, I would definitely cancel my subscription.

—Capt. Richard D. Williams, USAF
Fort Hamilton, N.Y.

The moving photo on the back cover of your June 1991 issue should be submitted for a Pulitzer Prize.

—CDR Neale Duffett
Bath, Maine

• *We at* All Hands *considered our printing of the Edwards' family photograph a tribute to all the troops who so bravely fought and gave the ultimate sacrifice — their lives — for our country. We hope this issue will serve as a keepsake to reaffirm our patriotism and appreciation to them for a job well done. — ed.*

Who came first?

With regards to an article in the July issue, "Mine countermeasures in the Gulf," I have to admit I thought the article was excellent with a few exceptions that you obviously are not aware of.

USS *LaSalle* (AGF 3) wasn't the first ship into Kuwait. It was however, the first commissioned U.S. Navy ship in Kuwait. In fact, it was the M/V *Scorpio Del Golfo*, a rented supply tug that was first into Mina Ash Shuaybah, carrying members of the "SAM Det." and two SAM units recently purchased by the Navy. (A "SAM" is a remote controlled minesweeper on a pontoon platform.) The SAM Det. was there days before *LaSalle*. We watched all the reporters, CNN and cameramen from the other side of the harbor as the *LaSalle* pulled in and laughed that they, *LaSalle*, claimed to be first.

We're not trying to say we were there first, because the United States and British divers were there before us (but they arrived by air, so I'm told.)

To my comrades on the SAM Det., now spread out in Mayport, Fla., Charleston, S.C., and Norfolk with whom I served proudly, see you all at our 20th year reunion.

—OS2(SW) Robert C. Rivera
USS *Engage* (MSO 433)
FPO Miami

• *Please note the* Scorpio Del Golfo *is a tug BOAT, not a ship. — ed.*

Reunions

• **USS Gladiator (AM 319)** — Reunion Sept. 27-30, Nashville, Tenn. Contact Don Westerlund, 4708 E. Florian Circle, Mesa, Ariz. 85206; telephone (602) 830-1161.

• **Naval Ordnance Station Louisville** — Reunion Oct. 1, Louisville, Ky. Contact Shirley E. Bederman, Public Affairs, Naval Ordnance Station, Louisville, Ky. 40214-5001; telephone (502) 364-5455.

Reunions

• **USS Pringle (DD 477)** — Reunion Oct. 1-5, Baltimore. Contact William L. Herman, 1427 Woodbridge Road, Baltimore, Md. 21228; telephone (301) 788-5829.

• **USS Dyson (DD 572)** — Reunion Oct. 1-5, Nashville, Tenn. Contact E.B. Fulkerson, Route 14, Box 182, Johnson City, Tenn. 37615; telephone (615) 282-1236.

• **USS Mansfield (DD 728)** — Reunion Oct. 2-5, San Antonio, Texas. Contact Joseph B. Kitts Sr., 725 High St. N.E., Christiansburg, Va. 24073; telephone (703) 381-1539.

• **USS Reuben James (DD 245)** — Reunion Oct. 2-5, Washington, D.C. Contact George F. Giehrl, 5473 Shimerville Road, Clarence, N.Y. 14031; telephone (716) 741-2129.

• **USS Pittsburgh (CA 72)** — Reunion Oct. 3-6, New Orleans, La. Contact Lee R. Warren, 1700 N. Main St., Box 660, Leeds, Utah 84746; telephone (801) 879-2428.

• **VP/VPB 111, UPHL 11 and VP 21** — Reunion Oct. 3-6, Pensacola, Fla. Contact Wallace Lightfoot, 292 Middlecreek Road, Otto, N.C. 28763; telephone (704) 524-6624.

• **USS Samuel S. Miles (DE 183)** — Reunion Oct. 3-6, Virginia Beach, Va. Contact Charles R. Markham, 22311 Swan Road –311, South Lyon, Mich. 48178; telephone (313) 437-5295.

• **USS McCoy Reynolds (DE 440)** — Reunion Oct. 3-6, North Charleston, S.C. Contact Wendell Burris, P.O. Box 11, Blandburg, Pa. 16619; telephone (814) 687-3289.

• **VPB 208, FASRON 105, Marine Det., NOB Trinidad (1945-50)** — Reunion Oct. 3-6, San Jose, Calif. Contact Harry Edmundson, 1083 Danbury Drive, San Jose, Calif. 95129; telephone (408) 252-8689.

• **USS Jeffers (DD 621/DMS 27)** — Reunion Oct. 3-6, Reading, Pa. Contact Warren O. Hilton, 209 S. Hall St., Morrison, Ill. 61270.

• **USS Orion (AS 18)** — Reunion Oct. 3-6, New Orleans. Contact D.O. "Doc" Stuck, 621 Spencer N.E., Grand Rapids, Mich. 49505; telephone (616) 456-5283.

• **LST 569/1027** — Reunion Oct. 3-6, Seekonk, Mass. Contact Nat Collura, 437 N. MacQuesten Parkway, Mt. Vernon, N.Y. 10552-2608; telephone (914) 667-0220.

• **USS Partridge (AM 16/AT 138)** — Reunion Oct. 3-6, Pensacola, Fla. Contact Joe Shannon, 4509 Jones Road, Knoxville, Tenn. 37918; telephone (615) 689-6011.

• **USS San Juan (CL 54)** — Reunion Oct. 3-7, Boston. Contact William Carpenter, 1119 Aquia Drive, Stafford, Va. 22554; telephone (703) 659-4774.

• **USS Everett F. Larson (DD 830)** — Reunion Oct. 3-7, Norfolk. Contact Peter W. Kope, 5637 Circle Drive West, Cicero, N.Y. 13039; telephone (315) 458-3134.

• **USS Cor Caroli (AK 91)** — Reunion Oct. 4-6, Hartford, Conn. Contact Lee Bergfeld, 609 S. Ridge Ave., Steeleville, Ill. 62288.

• **USS Sepulga (AO 20)** — Reunion Oct. 4-7, Nashville, Tenn. Contact Don Westerlund, 4708 E. Floria Circle, Mesa, Ariz. 85206; telephone (602) 830-1161.

• **USS Benson (DD 421)** — Reunion Oct. 6-9, Myrtle Beach, S.C. Contact Paul C. Yothers, 1301 Belle Drive, North, Myrtle Beach, S.C. 29582; telephone (803) 272-2715.

• **USS Drayton (DD 366)** — Reunion Oct. 7-9, Las Vegas, Nev. Contact Paul S. Craig, 3006 Garfield Blvd., Lorain, Ohio 44052; telephone (216) 288-8675.

• **USS Galveston (CLG 3)** — Reunion Oct. 6-10, Bahamas Cruise. Contact John Robertson, 6363 N.W. 6th Way, Suite 412, Ft. Lauderdale, Fla. 33309; telephone toll-free (800) 526-8550.

• **USS Stevens (DD 479)** — Reunion Oct. 8-10, Baton Rouge, La. Contact Richard G. Bond, P.O. Box 25, Newark, Ohio 43055; telephone (614) 345-1041.

• **USS Biscayne (AVP 11/AGC 18)** — Reunion Oct. 8-11, Reno, Nev. Contact William M. Lindsy, 510 Mountain View, Lakeview, Ore. 97630; telephone (503) 947-4801.

• **National Chief Petty Officers Association** — Reunion Oct. 9-12, Biloxi, Miss. Contact W.A. Williams, Route 7, Box 2408, Boerne, Texas 78006-9513; telephone (512) 537-4899.

• **USS Bordelon (DDR 881)** — Reunion Oct. 9-13, Charleston, S.C. Contact Milo Fuller, 4327 Evanston Blvd., Charleston Heights, S.C. 29418.

• **USS Albany (CA 123/CG 10)** — Reunion Oct. 9-13, Cocoa Beach, Fla. Contact Allan Heide, 3269 Ewing Ave. North, Robbinsdale, Minn. 55422; telephone (612) 521-2515.

• **Carrier Air Group 153-15 (1945-49)** — Reunion Oct. 9-13, San Antonio, Texas. Contact R. "Salty" Moore, 209 Tamworth, San Antonio, Texas 78213; telephone (904) 492-1829.

• **USS Major (DE 796)** — Reunion Oct. 10-12, Memphis, Tenn. Contact Bob Young, P.O. Box 251, Gardena, Calif. 90248; telephone (213) 321-5949.

• **USS Leyte (CV/CVS/AUT 32)** — Reunion Oct. 10-12, Newport, R.I. Contact Clarkson B. Farnsworth, 615 Sanders Ave., Scotia, N.Y. 12302; telephone (518) 346-5240.

• **USS Euryale (AS 22)** — Reunion Oct. 10-12, St. Louis. Contact John G. Schulz, 160 S. Kimberly Ave., Youngstown, Ohio 44515.

• **USS Gridley (DD 380)** — Reunion Oct. 10-13, New Orleans. Contact Francis Dermony, 5200 Paris Ave., New Orleans, La. 70122; telephone (504) 283-5229.

• **World War II AROU 1 and 2** — Reunion Oct. 10-13, Valley Forge, Pa. Contact Rhesa Shaw, 101 Grove St. Ext., Sewickley, Pa. 15143; telephone (412) 741-6228.

• **USS Morris (DD 417)** — Reunion Oct. 10-13, Pittsburgh. Contact Tom Traweek, Suite 1003, 100 E. Ocean View Avenue, Norfolk, Va. 23503; telephone (804) 480-6647.

• **Carrier Air Group 3 (1949-53)** — Reunion Oct. 10-13, Contact Dick Harris, 4 Burrows Drive, Rochester, N.Y. 14625; telephone (716) 586-5871.

• **USS Canberra (CA 70/CAG 2)** — Reunion Oct. 10-13, Norfolk. Contact Paul D. McManuels, 317 Somerset Drive, Shiremanstown, Pa. 17011; telephone (717) 737-2516.

• **USS Fred T. Berry (DD/DDE 858)** — Reunion Oct. 10-13, Reno, Nev. Contact Denis Gordon, 319 E. Main St., #L-7, Marlboro, Mass. 01752; telephone (508) 485-7261.

• **NAS New York, Floyd Bennett Field** — Reunion Oct. 10-14, Ft. Lauderdale, Fla. Contact H.J. Marcus, P.O. Box 63-5141, Margate, Fla. 33063; telephone (305) 473-8987.

• **USS Rogers (DD/DDR 876)** — Reunion Oct. 11-13, Willoughby, Ohio. Contact George Eichenberg, 1157 E. Miner Road, Mayfield Heights, Ohio 44124; telephone (216) 442-5155.

• **USS William C. Lawe (DD 763)** — Reunion Oct. 11-13, Fall River, Mass. Contact Owen O. Turner, 14 Gordon Terrace, Newton, Mass. 02158; (617) 969-8328.

• **USS Holder (DDE 819/DE 401)** — Reunion Oct. 11-13, Charleston, S.C.

Reunions

Contact M. Bruce Ramba, 717 Canary Drive, Charleston, S.C. 29414-5454; telephone (803) 556-0255.

• **USS Ingersoll (DD 652)** — Reunion Oct. 11-13, Charleston, S.C. Contact Jerrell P. Childress, 3536 Blow Drive, Knoxville, Tenn. 37920; telephone (615) 577-1463.

• **Armed Guard Veterans (World War II)** — 50th Anniversary Commemoration Ceremony Oct. 13-15, Norfolk. Call Robert Burrill (804) 479-4608.

• **USS Colorado (BB 45) Alumni Association** — Bahamas Cruise Oct. 13-17. Contact John Robertson, 6363 N.W. 6th Way, Suite 412, Ft. Lauderdale, Fla. 33309; telephone toll-free (800) 526-8550.

• **USS Wilson (DD 408)** — Reunion Oct. 14-16, Tampa, Fla. Contact Al E. Stevens, 8015 N. Ola, Tampa, Fla. 33604; telephone (813) 248-3493.

• **World War II Marine/Navy Paratroop Units** — Reunion Oct. 15-17, Las Vegas, Nev. Contact Dave Severance, P.O. Box 1972, La Jolla, Calif. 92038.

• **USS Lyman K. Swenson (DD 729)** — Reunion Oct. 16-20, New Orleans. Contact Glen Ingram, 203 Shadow Lane, Euless, Texas; telephone (817) 283-8294.

• **NROTC Class of June 1946, University of New Mexico** — Reunion Oct. 17-19, Albuquerque, N.M. Contact Dick Primm, 3330 Knob Hill Court, Charlotte, N.C. 28210; telephone (704) 553-0484.

• **Mancini Island Asociation, Philippines** — Reunion Oct. 17-20, Norfolk. Contact Ray Karl, 603 S. Olds Blvd., Fairless Hills, Pa. 19030; telephone (215) 945-3615.

• **USS Braine (DD 630)** — Reunion Oct. 17-20, Baton Rouge, La. Contact Paul L. Conway, 41 Widgeon Place, St. Michaels, Md. 21663; telephone (301) 745-3792.

• **Special Weapons Unit Association** — Reunion Oct. 17-20, Albuquerque, N.M. Contact Bob King, 2409 Oak Marsh Drive, Fernandina Beach, Fla. 32034; telephone (904) 261-0620.

• **USS Wilkes (DD 441)** — Reunion 17-20, Austin, Texas. Contact John R. Mercer, 2012 Dale Drive, Dupo, Ill. 62239-9717; telephone (618) 286-4690.

• **USS Davis (DD 395)** — Reunion Oct. 17-20, Norfolk. Contact W.P. "Bill" Crewe, 961 Atlanta Circle, Seaford, Del. 19973; telephone (302) 629-8668.

• **VR 24** — Reunion Oct. 17-20, Hilton Head, S.C. Contact Pete Owen, 24633 Mulholland Highway, Calabasas, Calif. 91302; telephone (818) 348-4056.

• **USS Fredrick Funston (APA 89)** — Reunion Oct. 17-20, Williamsburg, Va. Contact Ted Thomas, 9745 Via Roma, Burbank, Calif. 91504; telephone (818) 768-4842.

• **USS Cabot (CVL 28) Association** — Reunion Oct. 17-20, Pensacola, Fla. Contact W.H. "Bill" Anderson, 430 Fort Pickens, Pensacola, Fla. 32561; telephone (904) 932-4151.

• **USS Miami (CL 89) Association** — Reunion Oct. 18-20, Miami Beach, Fla. Contact Betty Duff, 2200 Ocean Pines, Berlin, Md. 21811; telephone (301) 641-8010.

• **USS Hovey (DMS 11/DD 208)** — Reunion Oct. 23-27, San Francisco. Contact "Dusty" Hortman, 2827 Monarch St., San Diego, Calif. 92123; telephone (619) 278-0965.

• **USS Kimberly (DD 521)** — Reunion Oct. 24-26, Norfolk. Contact Arthur C. Forster, 2312 Nela Ave., Orlando, Fla. 32809; telephone (407) 855-5625.

• **USS Gatling (DD 671)** — Reunion Oct. 24-26, Charleston, S.C. Contact Eugene P. Woodward, 3301 Maverick St., Virginia Beach, Va. 23452; telephone (804) 340-1496.

• **USS Hilbert (DE 742)** — Reunion Oct. 24-26, Long Beach, Calif. Contact Anne E. McCarthy, 26 Vernon St., Tewksbury, Mass. 01876; telephone (508) 658-8894.

• **VC 9 (World War II)** — Reunion Oct. 24-26, Pensacola, Fla. Contact James W. Perkins, 10250 Valle Drive, Tampa, Fla. 33612; telephone (813) 932-5172.

• **USS Shamrock Bay (CVE 84), VC 42/93/94/96** — Reunion Oct. 24-26, Columbus, Ohio. Contact Fred H. Griggs, 1989 Dandy Road, Dallas, Ga. 30132; telephone (404) 445-4770.

• **USS Grayson (DD 435)** — Reunion Oct. 24-27, Baltimore. Contact Harold R. Witmer, 9017 Chesapeake Ave., Baltimore, Md. 21219; telephone (301) 477-0288.

• **USS Taussig (DD 746)** — Reunion Oct. 24-27, Charleston, S.C. Contact Vincent Esposito, 7 Astronomy Lane, Levittown, N.Y. 11756; telephone (516) 579-4449.

• **Guantanamo Bay, Cuba (1950-90)** — Reunion Oct. 24-27, Norfolk. Contact Stanley Hunt, 5944 Glasgow Road, Sylvania, Ohio 43560; telephone (419) 882-1723.

• **USS Fanshaw Bay (CVE 70)** — Reunion Oct. 24-27, Pensacola, Fla. Contact Duane D. Iossi, 310 Edwards St., Fort Collins, Colo. 80524; telephone (303) 482-6237.

• **USS James C. Owens (DD 776)** — Reunion Oct. 27-30, Charleston, S.C. Contact Lee R. Warren, 1700 N. Main St., Box 660, Leeds, Utah 84746; telephone (801) 879-2428.

• **PATSU 1-9 (1943-45)** — Reunion October 1991. Contact John E. Ashmore, 6315 Hirondel St., Houston, Texas 77087; telephone (713) 643-1743.

• **USS Ellyson (DD 454/DMS 19)** — Reunion October 1991, Fort Myers, Fla. Contact James R. Galbreth, 8927 Carriage Lane, Indianapolis, Ind. 46256; telephone (317) 849-3315.

• **USS Walter C. Wann (DE 412)** — Reunion October 1991, Houston. Contact John L. Lewis, 1706 El Dorado Blvd., Houston, Texas 77062; telephone (713) 488-7547.

• **USS Emmons (DD 457/DMS 22)** — Reunion October 1991, Niagara Falls, N.Y. Contact David Jensen, 87-26 259th St., Floral Park, N.Y. 11001-1426; telephone (718) 343-3295.

• **USS Van Valkenburgh (DD 656)** — Reunion October 1991, Baton Rouge, La. Contact William B. Graham, 3124 W. Campbell Road, Lakeland, Fla. 33809; telephone (813) 859-1386.

• **Ship Repair Unit (World War II), Subic Bay at Olongapo/Luzon** — Reunion October 1991, Indianapolis. Contact Jack Shanesy, 1353 Skylark Drive, Troy, Ohio 45373-1621; telephone (513) 335-4524.

• **USS Leutze (DD 481)** — Reunion October 1991, Durango, Colo. Contact R. Kleiber, 2797 S. Newton Way, Denver, Colo. 80236; telephone (303) 935-6978.

• **USS Conway (DD/DDE 507)** — Reunion Oct. 28-Nov. 1, Savannah, Ga. Contact Coval K. Wild, 115 Vera St., Warwick, R.I. 02886; telephone (401) 737-7786.

• **USS Randolph (CV/CVA/CVS 15)** — Reunion Oct. 29-Nov. 2, Indianapolis. Call Walter L. Timmons (904) 775-3721.

• **USS Sierra (AD 18)** — Reunion Oct. 30-Nov. 1, Charleston, S.C. Contact Leo Bishop, 2508 Summerfield Drive, Sanford, N.C. 27330.

• **USS Charles Carroll (APA 28)** — Reunion Oct. 31-Nov. 2, Reno, Nev. Contact Milton C. Smith, 1818 Crescent Drive, St. Joseph, Mo. 64506; telephone (816) 279-8728.

A crewman aboard an SH-3H *Sea King* helicopter tends the line as several bundles are hoisted from the flight deck of the combat stores ship USS *Niagara Falls* (AFS 3) during Operation *Desert Storm*. Photo by ENS Jeff Hilton.

Provide Comfort • Page 30

ALL HANDS

OCTOBER 1991

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Fiery Vigil

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Second Division sailors aboard the amphibious command ship USS *Blue Ridge* (LCC 19) connect a pelican hook to the highline probe passed to their ship from a combat stores ship during an underway replenishment. Photo by ENS Jeff Hilton.

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ALL HANDS

MAGAZINE OF THE U.S. NAVY
OCTOBER 1991 — NUMBER 895
68th YEAR OF PUBLICATION

Photo by PHC Daniel Murray

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U.S. DEPOSITORY DOCUMENTS DEP.
OCT 28 1991

Front Cover: Mt. Pinatubo's eruption in the Republic of the Philippines left 16,000 military and civilian personnel fleeing for their lives. Men, women, children, even pets were evacuated from nearby military compounds. See story, Page 24. Photo by PH1 Ted Salois.

Back Cover: USS *Arleigh Burke* (DDG 51), the Navy's first *Aegis* destroyer has been dubbed, "the ship built to fight." The ship's namesake, retired ADM Arleigh Burke, was on hand for her showcase commissioning. See stories, Pages 30 and 34. U.S. Navy photo.

News You Can Use

Financial issues

Direct deposit now mandatory for many sailors

Effective July 15, the Direct Deposit System (DDS) became mandatory for all new Navy accessions and drilling Reserve force personnel, all sailors who are reenlisting and all officers augmenting into the regular Navy or Marine Corps or the career Reserve force.

DDS allows personnel to have their paychecks electronically transferred to a banking institution or credit union of their choice — providing the institution is under the DDS system.

DDS is designed to create "checkless paydays," and is seen as a solution to long pay lines at disbursing offices, and is considered the best method for preventing the loss or theft of checks and cash.

Although retirees and some active-duty sailors are not affected by the mandatory DDS, the Navy encourages them to participate. Enlisted recruits are temporarily exempt until they report to their permanent duty station. Midshipmen and officer accessions must sign up for DDS upon enlisting.

Many shipboard personnel already have their pay directly deposited in automatic teller machines (ATMs) on board their ships. At presen 63 ships have ATMs, with more to be added.

Sailors with direct deposit can feel confident that their pay will always be safely deposited at their banking institution on time — every time. □

Personnel issues

Overseas toll-free numbers for Navy uniform items

Navy personnel serving overseas can now order uniforms using toll-free numbers. The new service covers eight countries in Europe, the Middle East and the Far East. Customers can place orders or get information about Navy uniforms by phone. Operators are available to take calls 24-hours-a-day, seven-days-a-week, except for national holidays.

Telephone lines are linked to an automated answering system which allows customers to electronically select the service they need. This new service was implemented by the Navy uniform program as a result of customer requests. Previously, toll-free access to uniform ordering was only available to personnel stationed in the United States, Puerto Rico and the Virgin Islands.

The new toll-free numbers are: CONUS, Hawaii, Virgin Islands and Puerto Rico (1-800-368-4088); Alaska (1-800-368-4089); Bahrain (800-447); Guar (01800-164-6703); Japan (0031-11-4026); Singapore (800-1398); United Kingdom (0800-89-4372); Bermuda (800-626-0485); South Korea (008-1-800 955-8272); Spain (900-98-1292). In Virginia call Autovon 680-8586; (804-420-7348); and facsimile 804-420-7987.

A toll-free number will be established for personnel stationed in Italy in the near future. Other numbers may be introduced as needed. Satisfaction is guaranteed on all uniform purchases. The Navy uniform program is administered by the Navy Exchange Service Command, formerly known as the Navy Resale and Services Support Office, and is headquartered in Staten Island, N.Y. □

Navy survey to measure attitudes, priorities on personnel issues

Navy officer and enlisted members will have the opportunity to make their attitudes and priorities known on a variety of subjects this fall during the second annual Navy personnel survey.

Approximately 24,000 randomly-selected service members will receive the questionnaires by mail during October. The surveys will include questions on pay and benefits, child care and housing.

"It's important to know the attitudes and concerns of sailors," said Chief of Naval Personnel VADM Mike Boorda. "The results help us concentrate on the right programs and identify areas needing attention."

The survey was conducted for the first time in October to December 1990.

Officials plan to compare results of this survey with those from last year to establish trends, and identify changes and attitudes. Although some other issue-specific surveys, such as the annual Equal Opportunity Survey, will continue to measure top-priority or sensitive issues more clearly, the Navy Personnel Survey will be the key pulse-taker for the Navy. □

Travel

Holiday drinking

Motor vehicle accidents are the leading cause of death among sailors. In 1990, 163 Navy men and women died as a result of motor vehicle mishaps.

Most deaths occurred on weekends between the hours of 9 p.m. and 3 a.m. Half involved alcohol, and 80 percent of the victims were not wearing safety belts.

This year, make the Columbus Day holiday the safest one ever by buckling up, and by not drinking and driving. Whenever possible, use a designated driver. □

Marine Corps Marathon

Applications are being accepted for the 16th annual Marine Corps Marathon on Nov. 3, in Washington, D.C. Entry is limited to the first 13,000 applicants who pay the $22 fee.

For applications and information write: Marine Corps Marathon, P.O. Box 188, Quantico, Va. 22134; or call Autovon 278-2225 or commercial (703) 640-2225. □

Special

All Hands commemorative issue

Operation *Desert Shield/Storm* sailors and Marines are spotlighted in a 72-page special commemorative issue of *All Hands* magazine.

This special issue provides a detailed account of the Navy-Marine Corps team's involvement in the liberation of Kuwait — from the Navy's historic presence in the Middle East, through the air war, ground war and homecomings.

Commands on the normal distribution for *All Hands* received triple their normal shipment of the special issue in July. Additional copies of the special issue are available to anyone free of charge upon request. Write to: Navy Internal Relations Activity, Attention: Distribution Dept., 601 N. Fairfax St., Suite 230, Alexandria, Va. 22314-2007. Requests must be made in writing or via Navy message — NAVINRELACT, WASHINGTON DC. □

Sailors of the Year

Recognition in the nation's capital

Story by JO1 Sherri E. Bashore, photos by PH1(AW) Joseph Dorey

A week of official Department of the Navy and civic recognition events was held in Washington, D.C., during July honoring the 1991 Sailors of the Year (SOY).

The Chief of Naval Operations initiated the SOY program in 1972. Designed to recognize the most outstanding sailors of the Atlantic and Pacific fleets, the program expanded the following year to include the selection of an outstanding sailor from a shore installation. Further expansion came in 1982 when the fourth component, the Naval Reserve, was included in the competition.

The SOY program is open to candidates in paygrades E-4 through E-6. Those selected are meritoriously advanced to the next higher paygrade and are awarded the Navy Commendation Medal. The four sailors also receive numerous honors and awards from both government and civic organizations.

This year's itinerary included office calls to Assistant Secretary of the Navy for Manpower and Reserve Affairs Barbara S. Pope; Chairman, Joint Chiefs of Staff Army Gen. Colin L. Powell; Chief of Naval Personnel VADM Mike Boorda and Master Chief Petty Officer of the Navy AVCM(AW) Duane R. Bushey.

Luncheons in honor of the sailors and their families were sponsored by the Fleet Reserve Association (FRA), Navy Memorial Foundation and the Naval Enlisted Reserve Association (NERA). After their week in Washington, D.C., the sailors and their spouses departed for a week of rest and relaxation (R&R) at a location of their choice, anywhere in the continental United States. The week of R&R was sponsored and funded by the FRA and NERA.

Aside from official functions, the SOYs and their families took in some of the sites offered in our nation's capital: the White House, Navy Memorial and the Naval Research Laboratory. They were also guests of the Chief of Naval Operations aboard his barge for a cruise down the Potomac River.

Turn the pages and meet the 1991 Sailors of the Year. □

Bashore is a staff writer for All Hands. *Dorey is a photojournalist for* All Hands.

1991 Atlantic Fleet Sailor of the Year

"What you say goes in one ear and out the other, but the things you do affect your people for a long time."

—DSC(SW) Nicholas J. Potter

Chief Data Systems Technician (SW) Nicholas J. Potter was born July 31, 1964, in Kent County, Mich. He enlisted in the Naval Reserve in August 1981 under the Ready Mariner (4x10) program. This program required enlistees to obligate six years of reserve time following completion of a guaranteed "A" school. After recruit training, Potter attended Construction Electrician "A" school and graduated as class honorman. In March 1982, he reported to the Navy and Marine Corps Reserve Center, Sacramento, Calif., to drill as a Naval Reservist.

In December 1982, Potter transferred to active-duty status and was assigned to USS *Quapaw* (ATF 110), where he advanced to Boatswain's Mate 3rd Class. Wanting a more technical career, he attended Data Systems Technician "A" school and graduated as class honor man in February 1985.

His first duty assignment after school was Oceanographic Unit 1, embarked aboard USNS *Bowditch* (T-AGS 21), where he supervised a navigation/survey watch section and served as the unit's lay leader. After this tour of duty, Potter was selected for instructor duty at the Combat Systems Technical Schools Command. While there, he developed curricula and taught advanced electronics at the Data Systems "A" school, which earned him designation as a Master Training Specialist.

Potter returned to sea aboard his most recent command, USS *Saipan* (LHA 2), in November 1989 and was the leading petty officer for the Combat Systems Electronics Division.

Potter is married to the former Sonya G. Newton. They reside in Virginia Beach, Va., with their daughter, Kathleen. □

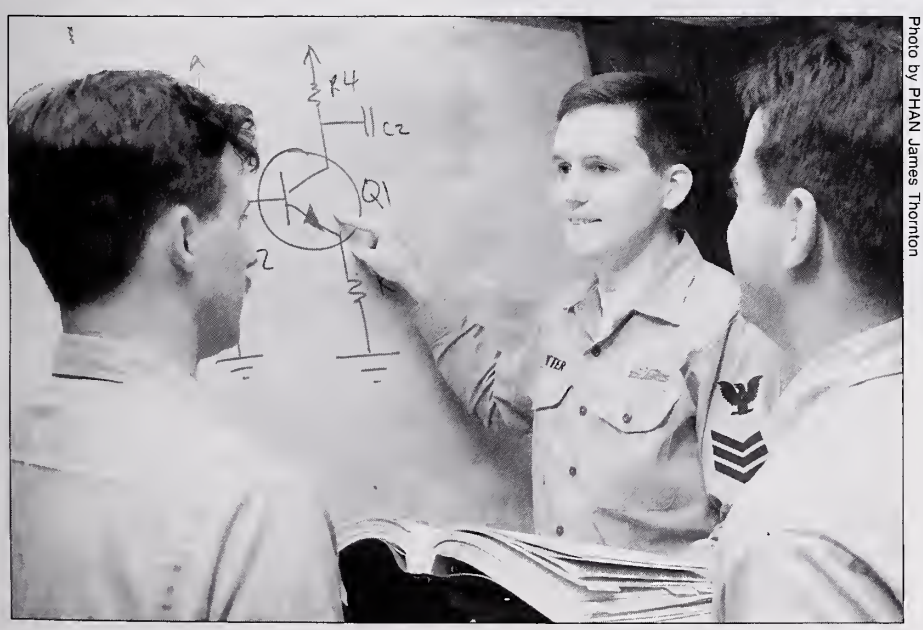


Photo by PHAN James Thornton

What do you feel makes you a good leader?

"I realized early on that junior people are what makes the Navy click. They are the ones that are going to be the chiefs of the future. If you don't start treating them right when they are E-3s and E-4s and on up to second class, they're not going to stay around to be the leaders. I've always made a focus of mine to look at what I can do for them in my position. Life can be terrible for these junior people, so you need to look at what you can do for them."

1991 Pacific Fleet Sailor of the Year

"Communication is the most important factor in being in any type of leadership position."

— MMC(SS) Mark K. Spoon

What advice would you give to a shipmate who feels they aren't being recognized for their efforts?

"Everybody feels at one time or another that they should have been recognized for what they have done. But sometimes it just doesn't happen. But don't quit — it all comes around one way or the other. Through this competition, I never thought my whole record would be looked at. Things that I have done throughout my career, that I never got recognized for, have popped up and became part of the competition."

Chief Machinist's Mate (SS) Mark K. Spoon was born in Wilmington, N.C., on Aug. 1, 1961. After graduating from high school in 1979, he attended the University of North Carolina before enlisting in the Navy in March 1980.

Following recruit training in Orlando, Fla., Spoon attended Machinist's Mate "A" school at Great Lakes, Ill.; submarine school at Groton, Conn.; and auxiliaryman training at Charleston, S.C. His first sea assignment was aboard USS *Grayling* (SSN 646) homeported in Charleston. While there, he completed all qualifications through chief of the watch. Following that assignment, he reported to the *Trident* Refit Facility in Bangor, Wash., where he was selected as the assistant command Drug and Alcohol Program Advisor. He initiated and supervised the command fitness program.

In January 1988, Spoon reported to his most recent command, USS *Tunny* (SSN 682), where he again qualified as chief of the watch and duty chief petty officer. He also qualified as diving officer of the watch (supervisor of control room functions), a watch normally stood by senior chief petty officers or officers. While aboard *Tunny* he served as the auxiliary division's leading petty officer and career counselor.

Spoon is married to the former Donna J. Bryan. They, and their children, William and Matthew, currently live in Honolulu, Hawaii. □

1991 Naval Reserve Sailor of the Year

"I never realized that the Sailor of the Year recognition was so awe inspiring. The whole week is unbelievable!"

— ENC(DV) Steven A. Magaro

Chief Engineman (DV) Steven A. Magaro was born March 20, 1957, in Harrisburg, Pa. He graduated from Central Dauphin East High School in May 1975 and from Vale Technical Institute in December 1977 with an associates degree in specialized technology. He entered the Coast Guard Inactive Reserve in June 1979 and went on active duty in September.

In November 1979 Magaro reported to USCGC *Mackinaw* (WABG 83). In March 1980 he reported to USCG Training Center Yorktown for Machinery Technician "A" school and graduated with class honors. He reported to USCGC *Cape Newagen* (WPB 95318) in July 1980. Two years later he attended Navy diver training in Pearl Harbor, Hawaii, where he again graduated with honors. Upon completion of diver training he reported to the U.S. Coast Guard National Strike Force Dive Team in Elizabeth City, N.C.

In March 1989 Magaro affiliated with the Naval Reserve through the Advanced Paygrade Program as an other service veteran (OSVet). He is currently assigned as leading petty officer for diving and salvage equipment maintenance with Reserve Mobile Diving and Salvage Unit 2, Detachment 506, in Norfolk, Va.

In his civilian career, he and his wife, Linda, who is also a reservist, own and operate M & M Diving, a commercial diving and salvage company in Yorktown, Va. Magaro holds a bachelor's degree in business administration from Upper Iowa University, Fayette, Iowa, and is presently preparing for graduate school at Old Dominion University in Norfolk. □

What quality do you possess that has led you to become the Reserve Sailor of the Year?

"Persistence in trying to find the right way to do something — to find the best way to do something and making someone happy when doing so. I care a lot about people. The troops have a right to be led. They want to be led, and they deserve the right to be led properly."

1991 Shore Sailor of the Year

"I meet every challenge with the attitude, 'I can do that.'"

— PRC(AW) Julie L. Chorlton

Although she calls Noblesville, Ind., home, Chief Aircrew Survival Equipmentman (AW) Julie L. Chorlton was born in East Troy, Wis., Sept. 21, 1961. She joined the Navy Nov. 17, 1979, and completed Aircrew Survival Equipmentman "A" school after basic training at Recruit Training Command Orlando, Fla. Following "A" school, she attended Parachute Rigging and Survival Equipment Maintenance School in Lakehurst, N.J.

In March 1980 she reported to her first duty station, Attack Squadron 45, in Key West, Fla. While there, she completed flight physiology training, becoming the only backseat qualified maintenance representative in the command. In 1982 she was transferred to Oceanography Development Squadron 8 in Patuxent River, Md., where she was selected Sailor of the Month and also attended Embry Riddle Aeronautical University.

At the end of her enlistment, she detached from the Navy and attended college, studying horticulture and working for a nursery/landscaping company. She reenlisted in the Navy in April 1986 and was assigned to Training Squadron 4 in Pensacola, Fla., where she earned her Enlisted Aviation Warfare Specialist designation.

Chorlton's most recent assignment was Helicopter Anti-submarine Squadron Light 44 in Mayport, Fla., where she was selected both Sailor of the Quarter and Sikorsky Maintenance Technician of the Quarter, an accomplisment never before achieved simultaneously. Her off-duty involvements included, vice president of the First Class Association, participation in the Atlantic Beach Elementary Adopt-a-School program, and she attended Florida Community College of Jacksonville.

She is married to Chief Aviation Boatswain's Mate (Equipment) (AW) Thomas A. Chorlton, assigned to USS *Saratoga* (CV 60). □

Have people treated you differently since you were selected as the Shore Sailor of the Year?

"People think that we change. But we don't change, they change toward us — because they think we were something different. But, we're just the same old people. I'd like to add that my husband has been my sole support. He came home after eight months in the Gulf and two days later we were on an airplane going to Norfolk for the AirLant competition. He's never really gotten to shine in the spotlight himself."

Making a difference

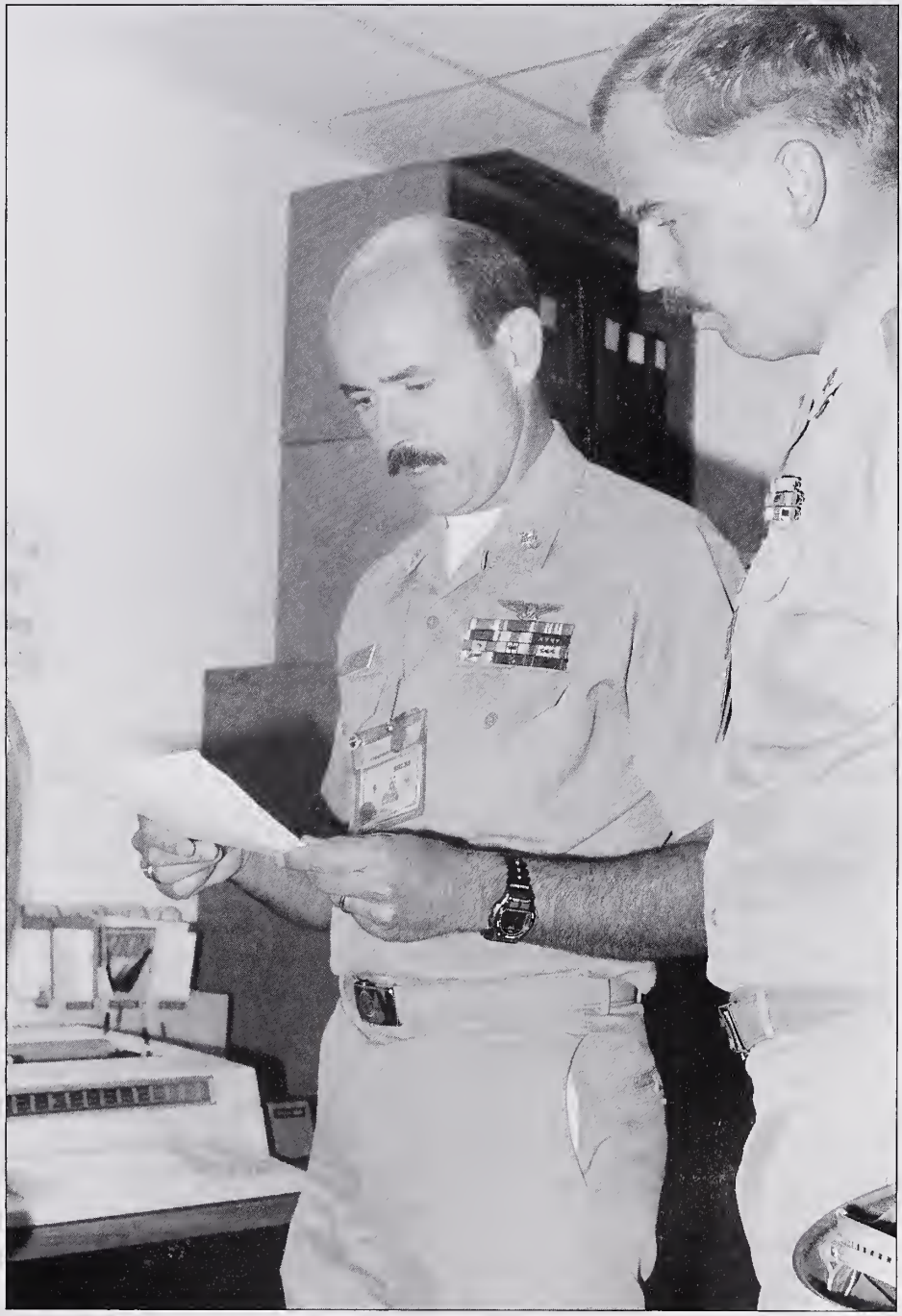
Senior Enlisted Academy graduates at work

Story and photos by JOC Benny Smith

Success is never achieved through casual activities or good intentions. You only obtain it through perseverance, dedication, and having an avid desire to be the best at what you do. So say six graduates of the Navy's prestigious Senior Enlisted Academy (SEA) in Newport, R.I. Each strives to instill this belief in their fellow crew members of Precommissioning Unit (PCU) *George Washington* (CVN 73), the Navy's newest aircraft carrier.

As the Navy celebrates the academy's 10th anniversary, these six graduates — Master Chief Ship's Serviceman Alberto Marcelo, Master Chief Electrician's Mate Fred Kokosky, Master Chief Aviation Boatswain's Mate (AW) Douglas M. Ausderau, Senior Chief Hospital Corpsman Wayne Pratten, Master Chief Hull Maintenance Technician (SW) Edgardo "Abe" Abreuarocho and Master Chief Electronics Technician (SW) Ken Sterling — are hard at work helping *George Washington* take shape, both literally and figuratively. Pausing from those duties, they talked about the school. They discussed the school's purpose and the myths people associate with the academy. They also talked about the overall lessons they learned there, now being put in action while building *George Washington*.

"Being a graduate of the academy is one of the highlights of my Navy career," said Marcelo, a graduate of class 37. "My assignment to PCU *George Washington* allows me the chance to use that knowledge I acquired from the academy immediately." Kokosky, a class 39 graduate, believes it's the finest school



ABCM(AW) Douglas M. Ausderau discusses upcoming tests for *George Washington*'s catapults with ABCM Gary Frantz.

available to refine the leadership and management skills of senior personnel. Pratten, a graduate of class 40, said, "It's one of the most informative schools I have ever attended."

Ausderau, a class 25 graduate, was an instructor at the school. He acknowledged that the school is tough, but he feels the academy is the perfect place for refining the skills of senior personnel.

"The school gets you out of that, 'we always do it this way,' routine."

Abreuarcoho, a class 14 graduate, feels the academy provides senior personnel with a myriad of new ways to help their shipmates. He too was quick to point out that the school is tough. Sterling, a class 28 graduate, feels the academy is the perfect place to see where you stand among the Navy's "top" performers.

"The school shows students ways to work smarter instead of harder, and how to be more innovative when solving problems. "The primary purpose of the SEA is to refine leadership and management skills. Because of our improvement in those areas, we are better at helping everyone else at the command," Abreuarocho explained. "Our number one priority is, and always will be, the crew. The academy has introduced us to tools that help us train them better," he added.

Improving the crew is not always the primary reason for attending the academy. Some people believe that attending the academy means automatic advancement in rate. It's not the belief of *George Washington*'s graduates. "Just because you attend the school does not mean you will be advanced," said Pratten. "As far as I know, 'sustained superior performance' is still the number one tool the Navy uses to measure us by."

Abreuarocho said, "The academy is not a training camp for future master chiefs. Those who think so should not request to attend the school."

However, Ausderau acknowledged that those who graduate from the academy do have a slight advantage. "I think graduates have an advantage because the Chief of Naval Operations, Bureau of Naval Personnel and advancement boards are strong backers of the academy's program. They recognize the increased potential of graduates. The tools personnel obtain make them more efficient," he said. "Some believe the school makes them better. I don't, because everyone is damn good when they get there. I think the school makes graduates more efficient. I am more efficient because of the academy," said Ausderau.

When you're responsible for building the Navy's newest ship, being efficient is very important. Making judicious use of time, manpower and money are essential to being successful at the task. The academy has provided knowledge and additional tools to the graduates of *George Washington* to accomplish this task.

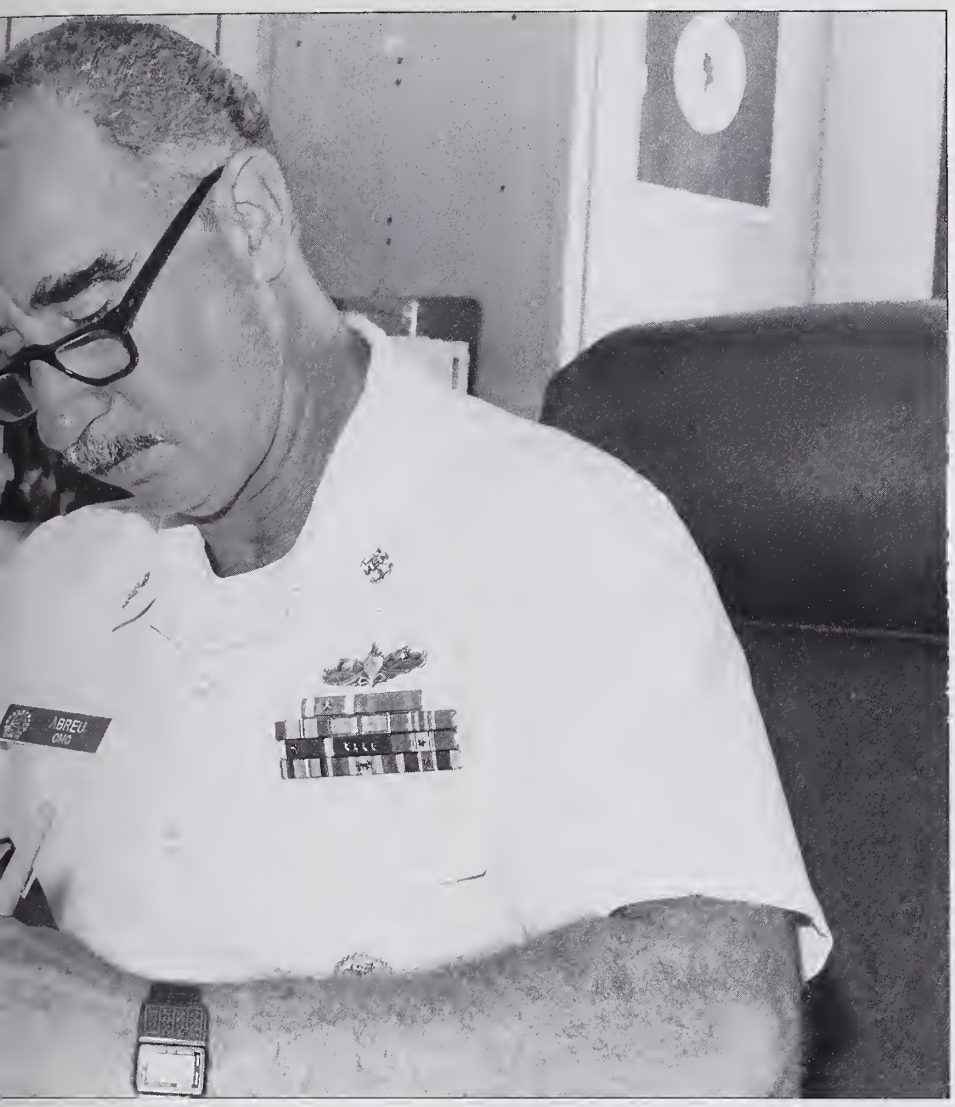
Marcelo, leading chief of the supply department and S-3 division, said, "The additional writing and communication training I obtained from the school has helped me a lot. I believe the ability to communicate to and about the crew is very important. The academy helped me improve at doing both."

Supply is one of the first departments established on a new construction ship. They are bombarded with all types of requests. "Since we are in the business of dealing with people, the young sailors need training on

how to do it correctly," explained Marcelo. "The academy has taught me ways to train our sailors better. I am constantly sharing this knowledge with the crew of supply department as well as anyone else who wants it."

Kokosky, the ship's recreational services officer, agrees with Marcelo. Because of his early arrival to the command, Kokosky served as the ship's training officer, E-Division leading chief petty officer (LCPO), senior watch officer and command senior chief.

While filling those billets, he used all the tools and knowledge the academy provided him. Like Marcelo, the academy's writing and communication training benefited him the most. "Because of my various duties, I had to be ready and able to express myself. The training at the



Command Master Chief HTCM(SW) Edgardo Abreuarocho reviews plans for moving the crew aboard.

express myself. The training at the academy provided me with the knowledge and confidence to do it better," explained Kokosky. "My assignment to *George Washington* has afforded me the opportunity to share some of the knowledge and experiences of the school with the entire command," he added.

As recreational services officer, Kokosky is responsible for keeping up the morale of the crew. It's not easy. Because of his outgoing personality and positive attitude, Kokosky has managed to make the crew feel good even when the answer is not what they want to hear. "I have always been people oriented. That's the primary reason I enjoy my current job so much," he said. "Helping to build the 'Spirit of '73' on board *George Washington* is everyone's goal. Being a graduate of the academy just makes doing it a little easier for me," he added.

Building an air department is not easy, but Ausderau, the leading chief petty officer, makes it look easy. Ausderau is responsible for training personnel assigned to the most visible departments on the ship. The number one priority of a carrier is to fly planes. Personnel of air department must be ready to make it happen. Training crew members to be ready to accomplish this monumental task is a job Ausderau has done for the past 12 years, and he feels the training at the academy has enhanced his ability to do the job more efficiently.

"The school was a real eye opener for me," said Ausderau. "Going there, I received training tools that taught me how to work smarter, not harder. I'm teaching crew members in our department how to use those same tools. The school gets you out of that 'we always do it this way' routine."

Because of this attitude, crew members find it easy to talk with Ausderau. "I feel very comfortable working for Master Chief Ausderau. Although he is a Master Chief, I feel at ease talking with him about work or anything else," said Airman Apprentice Waverly Brooks. "Master Chief Ausderau is very concerned about us. He is always seeking ways to get us training," said Airman Nathaniel Loving. "Making sure we are properly trained and keeping us informed about happenings on the ship are two of Master Chief's main concerns. Talking with him about either has become routine," added Loving.

A routine Ausderau would like to see is for the academy to get this knowledge to personnel right after they make chief. "One of the biggest questions I had as a student was, 'why didn't I get this kind of education much sooner in my career?'" said Ausderau. He is certain the material will help them work smarter.

Another member of *George Washington* who learned to work smarter is Pratten, LCPO of the medical department. Because it's his first time running a department aboard ship, Pratten feels the academy helped prepare him for handling his duties.

Pratten feels the academy provided him with tools that will help him create a top quality medical department on *George Washington*. His use of these tools is very appreciated by his staff. "I think it's great to work for Senior Chief Pratten. He is genuinely concerned about making sure we do what it takes to get additional training and advanced in rate," said HM3 Joseph C. Carpenter. "He wants us well-trained to run the show our-

handle, he's always there for advice."

"Senior Chief Pratten is the type of leader that will stand behind you to help you get a problem solved. The problem does not have to be related to just medical either," said HM3 Timothy W. McCullough.

Pratten credits the school for giving him a better look at the big picture. "The information provided at the academy had made me aware of issues not related to the medical department. I am more informed because of the academy. I am also able to inform others better," said Pratten.

Another member who is better at informing others is Abreuarocho. He went to the academy seeking new ways to help his shipmates. "I learned of ways to better serve the crew. I learned that it was up to me to make the training and tools I received from the academy work," he said. "I also learned that if you don't make them work at your command, you short change the command. You also short change your crew — your number one priority. I have no intentions of short changing the crew of *George Washington*. The commanding officer will not allow me or anyone else to short change the crew either. He is a strong supporter of the SEA program."

"The training provided by the academy benefits everyone. The program and its overall goals make the entire Navy better. I feel PCU *George Washington* is a better command because of all the SEA grads we have on board," said CAPT Robert M. Nutwell, *George Washington*'s commanding officer. "Because of their presence, I know we will have the most informed and finest trained crew in the fleet."

Ensuring that *George Washington* has the finest maintenance program in the fleet is overseen by another academy graduate. Sterling, the City of Newport award recipient for being the top academic graduate in his class, is the ship's 3-M coordinator. He is responsible for making sure the maintenance program works properly throughout the ship. Accomplishing this task means providing some form of training to each department. "Showing the crew alternative ways to do business benefits everyone," explained Sterling. "It's not easy, but the training at the academy has given me confidence and several ways to make it easier to accomplish the challenge of having the finest maintenance program."

The challenge of being the best is something all graduates face daily. The academy graduates on *George Washington* have such a challenge, but it's a challenge they welcome. It's a challenge each graduate is confident they will achieve. The tools provided by the academy make accomplishing this goal that much easier. □

Smith is assigned to the public affairs office of PCU George Washington *(CVN 73).*

SEA selection criteria

— Paygrade E-8 or E-9 (selectees for E-8 must be frocked or advanced prior to class convening date).

— Must be recommended by commanding officer.

— Must meet the highest standards of personal appearance. May not be over-fat or obese as defined in OpNavInst 6110.1D.

— Must be physically capable of regimented calisthenics, including regular running, and be able to participate in group or individual sports.

Qualified personnel should submit their application via the chain of command to BuPers using the Enlisted Personnel Action Request (NavPers 1306/7). If an individual desires to attend en route to a new duty station, submit NavPers 1306/7 via the chain of command to BuPers to be received a minimum of 12 months prior to PRD. If an individual desires to attend on TemAdd status while attached to present command, submit NavPers 1306/7 via chain of command a minimum of six months prior to class convening date. Funding for assignment of member in TemAdd status will be provided by BuPers.

Selection criteria will emphasize superior performance and potential future professional performance. Selection will be made by a BuPers administrative screening board.

If selected for SEA, individuals must have 20 months obligated service, computed from class convening date, prior to entry.

Giving the gift of sight

Navy and Lions Club give Turkish youngster new hope

Story and photos by LT P.J. Candreva

Through the combined efforts of the Navy Supply Corps School (NSCS) in Athens, Ga., three other naval activities along the East Coast, the Oconee County Georgia Lions Club and their regional office, a nearly blind 11-year-old Turkish boy was flown to Atlanta where he received two eye surgeries that dramatically improved his vision.

LT Sedat Gumus of the Turkish Navy was undergoing supply procedures training with the U.S. Navy for the Foreign Military Sales Program. The training began at NSCS in March, continued at Naval Supply Systems Command Headquarters (NavSupSysCom) in Washington, D.C., and the Aviation Supply Office, Philadelphia, and ended at the Naval Supply Center, Pensacola, Fla.

When Gumus arrived in Athens, the school learned of his son's eye condition. Burak Gumus had been born with innate cataracts in both eyes, and although operated on repeatedly in Turkey, he had approximately 20 percent vision in his right eye. His left eye was totally blind.

Knowing the Lions Club's interest in eye problems, the International Training Officers at NSCS, LCDR Greg Freeburn and LT Ken Bowman, contacted another NSCS instructor, Dick Smith, who is a member of the Oconee Lions Club.

Burak Gumus with his new football, cap and T-shirt courtesy of a local toy store.

Sight

Dr. John Davidson and Burak during the initial eye examination.

Through the efforts of the Oconee club and their regional offices in Northeast Georgia, the Lions arranged for a doctor to examine and possibly perform surgery on Burak. The Lions hoped to find a doctor to donate his fees and the Lions pledged to cover any hospitalization costs that may occur.

Dr. John Davidson, an eye specialist from Atlanta, agreed to see Burak whenever his father brought him to the United States. Davidson thought that with recent developments in laser eye surgery techniques, vision could be improved in the right eye, and might be provided in the left eye.

The only remaining obstacle was the transportation of Burak and his mother, Nurdan, from Turkey to Atlanta. That's where the Navy took over. From NavSup rear admirals at headquarters to the seamen at three other commands, — the Navy friends that Gumus made in Athens, Washington, Philadelphia and Pensacola, "passed the hat," and personally donated sufficient funds to cover the cost of air travel for the Gumus family.

The family arrived in Atlanta on Friday, May 10, 1991, and Dick Smith greeted them at the airport with gifts donated by a local toy store. He brought the family to NSCS, where they stayed in the bachelor's quarters, anxiously awaiting their Monday appointment with Dr. Davidson. During an interview that weekend, Gumus said, "We are really excited about this chance. If everything goes well, I am very, very happy."

On Monday, Dr. Davidson saw Burak as promised and felt confident his diagnosis was correct. After visits with two other eye specialists, it was determined that surgery for the right eye was unwise, but a switch to a bifocal-style of eyeglasses would improve the right eye vision.

Interest then shifted to the blind left eye. Surgery was scheduled for Thursday of that week. To pass the time, Smith took the family on a tour of the North Georgia mountains and other local attractions. He also invited the family into his home for a taste of American life. Smith was so helpful to the Gumus family, that the Turkish officer began referring to him as, "my American brother."

During the next week, two surgeries were conducted by Davidson at Memorial Hospital in Atlanta, including a scleriagraph, which is a transplantation of a portion of the white of the eye. As this was going on, the Lions continued to press for donations. All doctors, opticians and the hospital waived their fees. The medical expenses were all donated.

Burak was a brave and responsive patient. Being operated on in a foreign land with no knowledge of English was intimidating, but he held up well. The operations were very successful, although Burak does not have perfect vision in either eye. But he sees substantially better than when he arrived. Where he only had minor light sensitivity in one eye, he can now see shapes and forms.

Doctors are optimistic about further improvement. With his new glasses, Burak should adjust to school and his surroundings much better in the future. Doctors still wish to operate on the left eye, perhaps performing a cornea transplant — but the eye needs time to heal and strengthen before undergoing another series of operations.

Doctors throughout Europe have the ability to perform the next operation, but if Gumus has a choice, he wants to return to his many friends in Georgia.

There are numerous miracles in this story — a type of surgery not available in Turkey was provided to Burak; the generosity of NavSup personnel who pitched in to fly Burak to the United States; the donated labor of the doctors; Memorial Hospital donating the hospital stay and all medical expenses; and especially, the gift of sight that Burak was provided.

The Gumus family was treated like royalty during their visit — newspaper and television reporters asked a myriad of questions; they were guests of honor at the Georgia Lions convention; they attended a farewell picnic at the NSCS and received many get-well gifts.

The Gumus family returned to Turkey in June, completing a visit they will never forget, said Burak's father. "I told only one person, and yet, so many wanted to help. I'm only here in the United States for a very short time, and everyone helped us. It's different in my country.

"I won't ever forget this," he said. "It's such a beautiful thing." □

Candreva is the public affairs officer, Navy Supply Corps School, Athens, Ga.

Ship models

Craftsmen take us on a journey into the past

Story by CDR Frank Evans

For those who love model ships, a walk through the basement of the David Taylor Research Center (DTRC) in Annapolis, Md., is a journey into the past.

At the Model Basin, you can see USS *Oregon* (BB 3); USS *Harry E. Yarnell* (CG 17); USS *Missouri* (BB 63); USS *Chicago* (SSN 721); USS *Bronstein* (FF 1037); and *George Washington* (CVN 73).

These are only a few of the Navy's national treasures — a collection of 1,530 ships — some dating back to the 1800s, and much of it on display throughout the United States.

With an estimated value of more than $100 million dollars, the ship collection is constantly on the road, or on display at naval functions, veterans conventions, colleges, museums and special events throughout America.

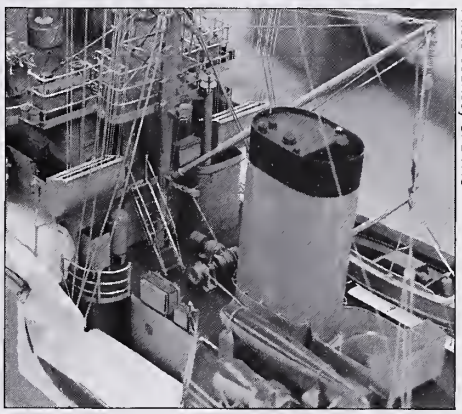


Photo courtesy of DTRC

Below: Michael Condon blows on his most recent model to seal the glue. Right: Close-up of the model of the destroyer leader USS *Mitscher* (DL 2).

Photo courtesy of DTRC

Photo courtesy of DTRC

Left: Model conservators Colan Ratliff (left) and Michael Condon, put final touches on the model of the guided-missile cruiser USS *Shiloh* (CG 67). Below: Condon at work in the model basin workshop.

Photo courtesy of DTRC

Since 1980, the interest in Navy vessels from the period of "wooden ships and iron men" dating from USS *Constitution* to the most modern warship of today has captured the spirit of more than 12 million viewers annually. The ships are also on display in England, Luxembourg, New Zealand, Australia and Bermuda. Models are displayed at approximately 800 different sites, including the Pentagon, the Navy Yard in Washington, D.C., the White House, the Smithsonian Institution and 47 public museums.

Dana Wegner, curator of the Navy's model collection, has spent 11 years directing the program.

"The models represent some of the finest examples of craftsmanship and artistry executed by the hand of man," said Wegner. "Many of the Navy's models deserve the care and respect afforded works by Rembrandt, Michelangelo and the great masters," he said.

"To me, the program is second only to my family," Wegner added. "Future generations should respect the collection because it represents the thoughts, work and lives of many who have preceded them."

Since the birth of the modern Navy, craftsmen have duplicated nearly every type of warship to scale. These are not amateur hobby shop kits.

The responsibility for overseeing and sponsoring the national treasure falls under the Naval Sea Systems Command (NavSeaSysCom), located in Arlington, Va. The origins of the Ship Model Program go back to the beginnings of NavSeaSysCom.

The first model was made in 1880 when the population of the nation was 12,860,702.

In 1883, the Bureau of Construction and Repair under Chief Constructor Theodore D. Wilson officially began building models of some of the "new Navy" steel warships then under design.

Wegner noted, "records indicate that Wilson ordered the commandant of the Washington Navy Yard to provide tools, goods and services to James A. Maceron, referred to as "the bureau's model maker." Evidence suggests that Maceron provided quick models for several naval advisory boards, including the board of 1882 which recommended the first four steel warships — *Atlanta, Boston, Chicago* and *Dolphin*.

As early as 1887, models were routinely disassembled and shipped by rail to trade shows, expositions and veterans' encampments nationwide. Twelve models were built under Wilson's orders specifically for display at the World's Colombian Exposition in Chicago in 1893.

In 1886, there were 12 full-time model builders on the bureau's payroll. Chief Constructor Phillip Hichborn continued the model work and by 1910, the Bureau had models representing most types of warships.

Commercial model building began shortly before World War I when a group of model builders at the Washington Navy Yard resigned and formed a company in New York which was capable of building Navy models on contract. Gibbs and Cox had perhaps the largest model building organization during World War II, with a model building staff of 167. By contrast, in 1945, the bureau still had 12 model employees. Finally, in 1960, the ship model program was administratively transferred from the Bureau of Ships to the David Taylor Model Basin, where it remains

today with a staff of four.

"Shipbuilding has witnessed a drastic change since the early beginning," Wegner said. "Originally, the Navy built most of its own steel warships in its own Navy ship yards. At the time, the Navy and private ship builders, always had a model building shop. The model builders in those shops built mock-ups of proposed ships. They would build test models of the ship, generally designing models that represented the ship in three dimensions during the design process."

"Until recently, they did what was called the 'drawing room model.' The model would sit in the room where the draftsman would be working. If there was any disagreement on the building or spaces within the ship, those involved would look to the model for guidance regarding decks, living quarters and placement of armament. Three dimensional models have always been used in the building of steel models, until recently," he said.

Starting in the 1880s, these same model builders would be required to build exhibition models of the finest quality of the finished ships. Normally, when the Navy had a ship built, whether it was in its own yard or built by, for instance, Bethlehem Steel, the builder would be required to hand over a model to the bureau. The cost would be included in the shipbuilding bill to the Navy.

As time went on, the ship design process depended less and less on three dimensional models. The designing got better, and the mathematics were more precise. The ship builder's knowledge and expertise of building ships had advanced to where these small model shops dwindled away. Also, the Navy didn't use its own shipyards for building most ships after World War II.

Eventually, it got to the point where the private shipyards that were building Navy ships didn't maintain

Photo courtesy of DTRC

Colan Ratliff and Loiz Douglas team up to work on the model of a guided-missile cruiser.

their own model building staffs anymore. Instead, they turned to other contractors to have the models built.

Professional model builders became a subcontractor to the shipyard when building a ship for the Navy. The shipyard would pass on the costs of building the model by adding extra fees into the Navy contract.

"When I took over as curator, I realized that the model builders the shipyards were using were part of our same community. We knew who they were, and how much they were being paid by the shipyards to handle the contract. We also knew how much the Navy was paying the shipyard to handle the contract. I realized that we could consolidate the number of the ship models, sometimes getting larger orders, and cut costs way down," Wegner said.

"Consequently, what we are paying for new ship models today is considerably less, and built to the same standards, than what they were paying in 1946-47. This saves the Navy a tremendous amount of money, something we are very proud of," he said. "Presently," he added, "we have more than 35 model builders on our list of potential bidders."

The cost for building a model today to program specifications runs about $3,000 to $4,000 per linear foot.

Larger models, like the carrier *George Washington* or the guided-missile cruiser USS *Shiloh* (CGC 67), have to be built in large facilities. In the case of building the 12-foot *George Washington*, the plans were classified and required security classification for the model building company. "That model was built by about six people over the period of a year. But I don't believe they worked full time on it," he said.

"An example of hard work and long hours is the model USS *Missouri* (BB 63), built by Gibbs and Cox. She's on display at the Washington Navy Yard. The 22-foot model took 77,000 man-hours to complete, and was built by a committee of 16 people who worked 23 months to complete it," said Wegner.

As you walk through the dim-lighted spaces that house the models, you are awed by the significance of what is here. On the top shelves of this 10,000 square-foot area, located in the basement of the DTRC, are many, mostly old and precious models. Many are small. Some are packed away carefully in drawers or cabinets.

On one shelf is a ship of the line, *Vermont*. It was donated by the family of Chief Yeoman Fred J. Buenzle. The chief was on active duty around the turn of the century.

As a clerk-journalist, Buenzle was one of the few people in the Navy that could take shorthand around the 1890s. When the battleship USS *Maine* was sunk in 1898, a board of inquiry was convened. Buenzle traveled with the board and transcribed testimony for many of the witnesses. He would later become the senior enlisted man in the Navy. Buenzle built *Vermont* — and today it is neatly packed away on one of the shelves.

Other ships or planes include a seaplane model that President Franklin Roosevelt collected when he was Assistant Secretary of the Navy. Following World War I, Roosevelt decided that the Navy needed a lot of ship models to illustrate the history of ships in the Navy — from *Bon Homme Richard* and Revolutionary

A craftsman repairs the radar antenna for the ⅛ inch = 1 foot scale model of USS *John F. Kennedy* (CV 67).

times — to modern times which was then 1922.

Roosevelt selected 12 models in each set to be built that represented the Navy from 1776 to 1922. He had 10 duplicate sets of those models built. He was convinced that aircraft would play an important part of the modern Navy, so he had two aircraft models included in the set.

"This is one of them," said Wegner holding up a plane with red, white and blue markings that was enclosed in a glass case. Hidden among the pipes located high above the ground is the outline of a dark cruiser and battleship. In 1922, USS *Lexington* (AVT 16) was supposed to be a cruiser. But then, the 1922 arms limitation conference was held when it was decided that the U.S. was not entitled to a heavy cruiser of that size. So the Navy kept the hull, dismounted the large guns and built an aircraft carrier. At the time, the country needed it to increase the carrier force.

This particular ship never got built. "At least we know what *Lexington* would have looked like, had it been a cruiser," said Wegner.

The other ship was *California* (CGN 36). This particular model represents her as a conventional-powered cruiser in the early 1960s. It was to have a *Typhoon* weapons system. The theory behind it was similar to the *Aegis* system of today. However, the Navy found with a conventionally-powered cruiser and the power-hungry electronics of the day, that when they turned on the *Typhoon* weapons system, the ship slowed down about 10 knots. She hardly moved through the water because of the electrical load placed on it by their weapons systems. The conventional-power idea was abandoned.

"We have a lot of interesting, and historically significant things like that," said Wegner. "We call them 'ships that never were.'"

On the north side of the wall, the wooden racks are filled with ships of all sizes and shapes including *Ranger* (CV 4), and USS *Etlah* (AN 79), a net layer from World War II. Other ships use them as well: USS *Quincy* (CA 71) (WWII); USS *Kingsbury* (APA 177) (WWII); *Brooklyn* (AC 3) (1896); *Oregon* (1898); and *Benton* (Civil War). Submarines are also neatly packed away.

Out on the floor were two huge models that were being readied for shipment to an exhibit. Other large models in display cases were neatly placed near the main office. Inside one working space, a model of the 1902 battleship *Virginia* (BB 13) was undergoing repairs and refurbishment.

On one shelf, halfway down the wall, was "a half model," actually used to construct real ships. "These are technical models and we consider them to be extremely valuable," Wegner said.

"This is *Constellation*. Actually, this model was made in 1853. They hang on a wall, not in a case, and their beauty lies in the subtle curvatures of the hull.

"We refurbished her well, but her grace is in her lines and curves. When a sailing or wooden ship was designed in the 19th century, the ship designer was always the Chief of the Bureau. They didn't make so many ships that the head man couldn't design them himself. So he did."

"He would start with a stack of wood," said Wegner. "Then he would actually curve the model. Then the stack of wood would be dissembled and sent to a mold loft where they would enlarge the shape of each of these wooden pieces to full size on a floor a size of a gymnasium. That would form the frames of the real ship. These models were actually used by the designer himself. They were not made to represent the ship; they were made to design the ship."

You can gaze at and sometimes touch artifacts of another time. It's easy to see why Wegner and his model building team at the David Taylor Model Basin look forward to each day. They love their work and its tangible links with American maritime history. Their roots are deep in the past, but their dedication is to the future, as they use a "high tech" data-base computer system, and exotic new methods to answer the preservation of the collection.

As they carefully refurbish the hulls and topsides of these national treasures, they share the same excitement and pride felt by fellow model builders whose hands formed these same model ships 100 years ago. □

Evans was a reservist assigned to the public affairs office, Naval Sea Systems Command, Washington, D.C.

Photo by PH3 Nathan A. Dukes

The smoking lamp dims

Smokers face tough choices as Navy enforces tough policies

Story by JO1 Steve Orr

The sign of the times reads, "No Smoking."

The national consensus for clean air and a healthy environment has targeted those who light up. Over the years, studies have been continually released emphasizing the dangers of smoking; but only recently have the studies stressed what happens to the health of bystanders who inhale "secondhand" or passive smoke. As a result, more than 100 organizations nationwide campaign for tougher anti-smoking legislation, and warnings accompany every pack of

No smoke

cigarettes.

Laws are also in effect that require more smoke-free areas be available in restaurants, on public transportation and in the workplace. Airlines have already banned smoking on most domestic flights and some states have implemented tougher guidelines designed to protect the rights of the non-smoker.

Now studies suggest that the number of smokers is on the decline. Puffing on a cigarette is no longer considered cool or chic. One slick public health service announcement proclaims, "Kiss a smoker? I'd sooner lick a dirty ashtray." Even those who do smoke admit reluctantly that it is not a healthy habit.

With an awareness, based on science as well as emotion, of the effect smoking has on the overall quality of life, it is not surprising that the Navy is addressing this controversial subject. "Forge the Future," the Navy's series of health-oriented directives, has targeted several areas of concern including standards of physical fitness, zero drug tolerance, alcohol consumption and tobacco abuse.

Existing programs dealing with physical fitness and drugs and alcohol continue to be successful, while new emphasis is placed on creating smoke-free environments in naval work spaces.

"It has always been suggested that not smoking in the Navy would be the standard," said Roberta Gallmeyer, patient education coordinator at the Sewells Point Medical Clinic in Norfolk, Va. "The year 2000 is regarded as the target for a totally smoke-free Navy."

Gallmeyer points to a July 1986 directive that specifically addresses the Navy's tobacco abuse prevention program and establishes guidelines for the creation of a smoke-free work place. "The instruction also mandates that smokers be encouraged to quit and that non-smokers be encouraged not to start," Gallmeyer said.

Photo by PH3 Nathan A. Dukes

Enforcement of current regulations and anticipation of tougher guidelines are moving many Navy smokers outdoors.

To further drive the anti-smoking point home, a poster was included with a recent "Forge the Future" health fair publication, bearing the caption, "Don't wait until the year 2000. Do it now!"

In addition to directives and publications, Gallmeyer says that awareness training and smoking cessation workshops, such as Fresh Start (see Page 23), are being used to help people understand just how much damage smoking really does.

"Awareness is a huge part of the program," she said. "Unfortunately, many smokers never apply the warnings to themselves."

There are many reasons to encourage a smoke-free Navy, Gallmeyer explained. "The Navy spends more money on the health care of smokers. Families of smokers tend to be ill more often, which translates into more health care for them," she said.

"Also, the cost of maintaining equipment exposed to cigarette smoke is higher and smokers spend more time away from their work." Gallmeyer estimated that someone who smokes a pack-and-a-half of cigarettes a day spends an average of an hour to an hour-and-a-half a day puffing away while seated at the desk. "That translates into a lot of wasted manpower," Gallmeyer said.

In some locations, the fresh air of the future is available right now. "There's no smoking in basic training now," she continued, "and many ship and shore commands are seriously considering blanket 'no-smoking' policies."

A few commands have already put out the smoking lamp. At least one ballistic missile submarine rotates between smoking and non-smoking crews. One of the Navy's newest ships, USS *Arleigh Burke* (DDG 51), the Navy's first *Aegis* destroyer, was designated a smoke-free ship in April by her Commanding Officer CDR John G. Morgan Jr.

"There were a number of considerations that went into making *Arleigh Burke* smoke-free," said LT Rob Jobrack, the destroyer's weapons control officer. "The CO's overriding concern was the health of the crew. It was the main consideration.

"Smoking also reduces combat efficiency. You have to be in good physical shape to fight fires," Jobrack continued. "A third reason was the electronic equipment. Because of the amount of equipment throughout the ship, it's hard to find a space without any electronic gear, and smoke damages electronics.

"The decision to make the ship smoke-free has been received remarkably well by the crew," Jobrack said. "It's had a good effect on the crew's morale. They understand

Captain Morgan's reasons and support them. Even those smokers who haven't been successful in quitting are in full support of the policy."

Jobrack stressed that sailors who smoke are not made to quit, although the ship does offer a voluntary smoking cessation program. "There are still sailors who smoke when they're not on board," he admitted. "It isn't our intention to get into their private lives. Once they're aboard, however, they abide by the established no-smoking policy."

While other commands consider implementing similar blanket policies, Gallmeyer points out that the success or failure of a command program for smoke-free work spaces depends largely on who is in charge.

"Directives dictate that commanding officers set the example," said Gallmeyer. "I think that the creation of a smoke-free workplace has been successful to a certain extent, but that success often hinges on whether or not the officer in charge is a smoker. It depends on who's enforcing the rules.

"Commands in general are becoming more strict when it comes to smoking in the work space. Again, other factors come into play. We're finding that there are more smokers in areas where blue-collar-type work is going on than in service-oriented work spaces."

Using the Sewells Point Medical Clinic as an example of what can be done by an institution, Gallmeyer explained, "You won't find any cigarette machines here and there's no smoking in the clinic. It's pretty much that way on the medical side of the Navy. Anyone who needs to take a smoke-break must go outside to a designated area before they can light up."

Another way medicine is dealing with the situation is by identifying smokers when they come in for medical care. "The clinics are requesting people who come in for a physical or other medical care identify whether or not they smoke," Gallmeyer said. "Smokers are encouraged to quit because of associated health problems — high blood pressure, higher blood cholesterol, respiratory illnesses and the increased risk of cancer."

Gallmeyer adds that while smoking is a major health problem, dipping and chewing tobacco also carry their share of complications. "There are a lot of areas where you can't smoke, but you can chew, which causes big health problems," she said. "Dental keeps sending people over to the medical clinic because they can't do anything with a patient until problems associated with chewing are treated." Tobacco chewers often have high blood pressure and an increased risk of developing cancer of the gums, cheeks and throat.

While commands work to create smoking areas away from work spaces, many smokers have decided that quitting is the best way to deal with the tougher policies. Some stop on their own; others look to the Navy to help them break the habit.

"Smoking is an addiction," Gallmeyer said. "People have to want to quit. It doesn't work for someone to just be told, 'You will quit smoking' — unless that comes from a physician — even that is no guarantee. Those who are serious about kicking the habit can get help if they want it. Quitting is an individual decision."

It's a Tuesday afternoon, and eight people are desk-bound, huddled in a circle. Some chew gum while others chew their fingernails. Feet tap on the floor while fingers drum on plastic desktops.

The nervous activity is understandable. This is the second session of a four-session smoking cessation workshop and today each person has announced a date to stop smoking completely.

The reasons the smoker's give vary, but the goal is a common one. "I don't understand why I smoke when everything associated with smoking makes me sick," said Lisa, a pregnant housewife. She has decided that her child will be born into a smoke-free household.

Dave and Teddie are a married couple who have decided to quit together. Their school-age son is attending the workshop to support them in their decision.

James, a second class petty officer, hasn't had a cigarette in 18 days. "Even so," he said morosely, "I think I'll always have a craving to smoke."

Ray, another petty officer, admits

Photo by JO1 Steve Orr

Butt-filled ashtrays inside work centers are quickly becoming a thing of the past.

he's having a rocky time of it. "Some days I can go for hours without a cigarette," he said, "Then there are days when I have to smoke 3 or 4 in an hour. Sometimes I stop for a day, and then go through a whole pack the next."

Others attending the session assert that while they may have slipped once or twice during the past week, they still feel that they're making progress.

"I find there are times when I *need* to have a cigarette," said Marilyn, a second class petty officer. "I think maybe I'll have to give up beer, because a drink triggers my cravings. Still, I'm exercising more and I'm more authoritative with my kids."

Mark, a chief petty officer, announces that today he officially stopped smoking. "I've smoked for 15 years," he said, "although not that heavily until I went to boot camp. Smoking gave me something to do at night, a way to relax after a busy day."

Like many smokers, Mark's family health was the main motivator for quitting. "My kids have allergies and my smoking aggravates their condition," Mark said. "The kids got better while I was in the Gulf with *Desert Storm*, but once I got back, the medical problems flared up again. I knew I needed to stop."

A week later, and Mark is still sticking with his commitment. "Seven days and 25 minutes," he announced proudly. He notes that he experienced a few minor side effects since he put down the cigarettes. He's gained six pounds — "putting snacks in my mouth instead of cigarettes" — and his wife gets on him for chewing gum with his mouth open, and he feels light-headed from time to time as his body adjusts to the heady mysterics of fresh air.

Lisa says shc's eating more fruits and vegetables. James, with 26 smoke-free days, is still fighting thc urgc to light up.

Marilyn, who says she smoked half her life before deciding to quit, is finding that the people around her are ready to help her stick with her decision. "My boys are on cloud nine — they've been after me to stop for a long time," she said. "My command has been great in supporting me. They're really cool about it. The executive officer is always asking me how it's going, expressing concern about my progress. It makes me feel good."

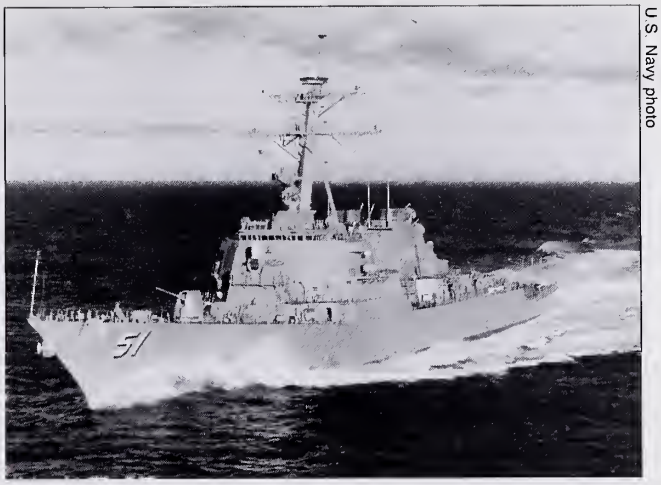
Marilyn admits that she has a much different attitude now than she did as a teenager who smoked. "My family told me to quit a long time ago," she said. "All I did was rebel. Now that the Navy is involved with cncouraging people to stop, I take it more seriously. I think it's a good move to hit young people [with the no-smoking message] as soon as they come into the Navy. And I think that if the support for this program continues, the Navy really could be smoke-free, maybe sooner than the year 2000." □

Art by JO1 Steve Orr

Damage to electronic equipment is one of many reasons for "smoke-free" workplaces.

Orr is assigned to NIRA Det. 4, Norfolk.

Making a "Fresh Start" of it



U.S. Navy photo

Sailors take a breath of fresh air with American Cancer Society's help

Story by JO1 Steve Orr

When smokers decide to kick the habit, they find there are a number of routes to achieve that goal. Some go "cold turkey" — they put down the cigarettes and never pick them up again. Others find that tapering off — gradually cutting back on the number of cigarettes they smoke each day — works best. And still others find they can't quit on their own, which is not surprising considering the addictive nature of nicotine.

Now there is good news for those who need the support of others to help them stop smoking. Around the fleet, sailors are being trained to conduct "Fresh Start" smoking cessation workshops, designed to aid shipmates who want to quit, but may not be able to do it alone.

Fresh Start is a four-session program developed by the American Cancer Society. Presented in weekly one-hour sessions by trained facilitators, Fresh Start provides smokers with a two-fisted punch: information and strategies to conquer the desire to puff.

USS *Arleigh Burke* (DDG 51), the Navy's newest and most technologically advanced destroyer, is leading the way in the enforcement of the Navy's "no-smoking" guidelines.

The first session of the course deals with understanding why people smoke and how smoking affects the smoker. By session two, a target date for quitting is established and suggestions for dealing with the first few days without cigarettes are discussed. Sessions three and four cover the obstacles the individual may encounter in his efforts, and what life holds in store after kicking the habit.

According to Roberta Gallmeyer, patient education coordinator at Sewells Point Naval Medical Clinic in Norfolk, more "quit-smoking" workshops are planned for in the Navy's future. "The Navy has directed all medical clinics to conduct these smoking cessation workshops," she said. "In this area, we're using the program developed by the American Cancer Society."

Gallmeyer said that of the more than 50 instructors she has trained in the past year, about 60 percent were ex-smokers. "Another 20 percent were trying to quit," she said, "and the other 20 percent were non-smokers."

Gallmeyer stresses that while Fresh Start can provide support and information on ways to quit smoking, it is not a guaranteed solution to kicking the habit.

"It's still up to the individual to make the program work," Gallmeyer admitted. "We've found that the more sessions a smoker attends, the more successful they've been at quitting. About one-third of those who attend the Fresh Start program quit smoking. But the success rate, after one year, is about 50 percent, or one-sixth of those who go through the program. Not smoking continues to be an on-going struggle for some, even after they've gone a year or two without a cigarette.

"That's why each command should have their own smoking cessation coordinator," said Gallmeyer. "Command-sponsored workshops seem to work well. I think it's because there is already a built-in support group for those who are trying to quit, namely the people with whom they work," she added.

Individuals interested in attending smoking-cessation workshops or becoming workshop facilitators are encouraged to contact their local medical facilities. □

Orr is assigned to NIRA Det. 4, Norfolk.

Mother Nature's fury

Mount Pinatubo imposes a Fiery Vigil *in the Philippines*

Stormy negotiations between U.S. and Philippine government officials were interrupted by a three-edged sword from Mother Nature in June. Just as typhoon *Yunya* rocked Luzon, Mt. Pinatubo awoke from a 600-year sleep to throw millions of tons of smoke and ash nearly 100,000 feet into the air, rattling the Philippines' largest island with earthquakes and sending thousands fleeing from Clark Air Base and the surrounding area.

The column of volcanic fury was described by some service members as "a mushroom cloud, like that from an atom bomb."

Pinatubo's eruptions sent more than 16,000 military personnel, DoD and embassy civilians and their families 50 miles southwest of the Air Force's largest facility in the South Pacific to the U.S. Naval Facility at Subic Bay. The orderly evacuation began June 10, following several small eruptions that led volcanologists to believe a major eruption could occur within 24 hours.

Leaving a small security detachment behind, miles of cars and buses headed for Subic, where sailors and Marines readied for a population explosion. Four people died following the first eruptions, including an American sailor, Personnelman 1st Class Frank P. Espejo.

The evacuation doubled Subic's population, with Navy and Marine Corps families opening their homes to evacuees. Subic's barracks, officer quarters, gymnasiums and chapels also housed the overflow as evacuees waited for Pinatubo's next move.

Above: Judy Calhun, an evacuee from Clark Air Base, arrives at Subic Bay reflecting on the past 48 hours and the trauma caused by the eruption of Mt. Pinatubo. Right: The front compound of the Clark Air Base hospital after the eruption of Mt. Pinatubo.

The evacuation was the correct action, with major eruptions from Pinatubo occurring June 12 and 13. The evacuees' sunny "safe haven" in Subic darkened as ash, dampened by rain from *Yunya*, swept through the naval station in a shower of mud. Power distribution was down from the onslaught, leaving homes without lights, water and, in some cases, without phones.

Residents and their guests from Clark worked and lived by candlelight for two days until the sun finally broke through the ashen atmosphere to reveal the results of Pinatubo's wrath.

The once-green jungles surrounding the naval station were now a toneless gray amid a chaos of fallen trees. Neighboring villages, once bustling with commerce, were now silent, muddy shadows of their former selves.

Clark was covered by a three-inch thick layer of ash that caused hazardous road conditions. More than 40,000 people evacuated the city of Angeles at the base of the 4,795-foot volcano.

A cloud of ash and rock rises from the mouth of Mt. Pinatubo as USS *Arkansas* (CGN 41) sails into Subic Bay en route to the naval station.

U.S. Navy photo

Photo by CAPT Elizabeth Swanstrom

One of the many bus loads of evacuees from Clark Air Base get a helping hand from the sailors of *Abraham Lincoln* at Naval Station Subic Bay prior to getting underway for Cebu.

Pinatubo killed more than 300 people during its fiery awakening from a 600-year silence. Two children were killed June 15 when the roof of Subic's high school collapsed. One of the victims was the daughter of an Air Force family. More than 300,000 people were displaced by ash and mud in the region, causing an estimated $200 million in damage to crops and property. Heavy rains increased the danger of mud flows. More than 200 buildings at Subic Bay and Clark were destroyed by rain-moistened volcanic ash.

The once-busy port city of Olongapo was hit hard by volcanic debris, with many people leaving the heavily damaged city in panic. Runways at most Luzon airfields were buried under tons of ash, forcing the Navy to once again lead an unparalleled humanitarian effort.

In what has been described as one of the largest peacetime evacuations in history, more than 18,000 nonessential military personnel, family members and DoD civilians awaited transportation from Subic Bay Naval Base, leaving less than 1,000 Air Force security personnel assigned to Clark. Pinatubo's eruptions continued, covering the naval facility with six to 12 inches of volcanic ash.

The Navy reacted quickly to the emergency, with 17 ships of the U.S. 7th Fleet moving service members, families and civilian personnel to nearby Cebu and Mactan Islands for air transport out of the area. VADM Stanley R. Arthur, Commander 7th Fleet, directed two aircraft carriers, USS *Abraham Lincoln* (CVN 72) and USS *Midway* (CV 41), to the Philippines, along with ships from both carriers' battle groups and three ships from Amphibious Readiness Group Alfa, led by the amphibious assault ship USS *Peleliu* (LHA 5). Operation *Fiery Vigil* was underway — the latest in a long series of humanitarian missions conducted by sailors and Marines since the evacuation of Liberia began in June 1990.

The movement of evacuees began June 16, with USS *Arkansas* (CGN 41), USS *Rodney M. Davis* (FFG 60) and USS *Curts* (FFG 38) transiting from Subic Bay to Cebu with 887 evacuees aboard to alleviate the crowded conditions at Subic Bay.

Evacuation efforts continued throughout the week, with landing craft from the amphibious ships ferrying people to those vessels unable to pull into Subic.

Photo by PH1 Ted Salois

Evacuees cross *Lincoln*'s flight deck on their way to berthing facilities.

USS *Long Beach* (CGN 9), USS *Lake Champlain* (CG 57), USS *Merrill* (DD 976), USS *Gary* (FFG 51) and USNS *Passumpsic* (T-AO 107) left Subic with 1,700 more evacuees June 17, while *Lincoln*, USS *Ingraham* (FFG 41) and USS *Roanoke* (AOR 7) departed with 3,700 additional people on board for the 350-mile trip to Cebu. As of June 20, the Navy's evacuation operation had transported nearly 16,500 Air Force and Navy family members leaving the Philippines.

Lincoln's Hangar Bay 3 quickly became known as the "dog pound" after the 100,000-ton carrier took on more than 500 pets during *Fiery Vigil*.

"We've got hundreds of animal lovers helping out aboard *Lincoln*," said CDR Ron Wiley, commanding officer of Anti-Submarine Warfare Squadron 117. "I saw one guy sleeping on a piece of cardboard, and he had dachshunds lying all over him."

Midway neared Subic after working around-the-clock preparing for evacuees while underway from Yokosuka. During the five-day trip more than 1,000 cots were set up in the ship's empty hangar bay, along with a restaurant dubbed "Ernst's Eatery" by the crew in honor of their commander, CAPT Larry L. Ernst. The restaurant could feed nearly 700 people at a time.

Thirty-six bus loads of tired and hungry military personnel and their families lined Alava pier at Subic Bay. As the evacuees waited for their turn to come aboard, *Midway* passed out boxed meals and cold drinks — for many, their first cold drink in more than a week.

Among the first aboard were a group of Air Force noncommissioned officers who helped with the check-in procedure.

"It's amazing we went through this; a volcano, typhoon and an earthquake all at once," said Air Force Master Sgt. Gary Moore, from Clark.

"The Navy folks at Cubi and Subic really helped out. The hospitality was probably the most anybody could do."

The 45-year-old carrier anchored off Cebu after making her first of two 19-hour transits from Subic Bay. After 117 helicopter flights, more than 1,800 American military personnel and their families were safely transferred to Mactan International Airport.

Once arriving at Mactan Air Base, evacuees and their pets began the long wait for air transport to Guam. Also on the air base was a medical clinic — a pair of tents that one doctor compared to a fuel stop.

"We're sitting like a gas station on the edge of the flight line," said Air Force Maj. (Dr.) Robert Ireland of the 313th Medical Group from Kadena, Okinawa. "We pump people full of fluids and send them on to the next point in the chain of stops en route to their U.S. homes.

"The first day was horrible," Ireland said. "We worked 24-hours a day for the first three days [of processing evacuees]. It was killing us.

"The problem was that the evacuation [had to begin] before the process was set up. There were no tents, no clinic, no ladies room. . . . " Ireland added that the medical team looked at an average of 100 patients each day of the 10 days the processing center was in business. Doctors and assistants treated seasickness, dog bites, stomachaches and "ash rash," inflamed skin areas that became infected. The biggest problem was heat stress, but the medical team was ready with the proper supplies and treatment.

"If we had come here to just hand out pills, we would have had some deaths," said Air Force Lt. Col. (Dr.) Tom Yasuhara, also of the 313th Medical Group. "But we came prepared. Considering the level of dehydration. . . . I know we saved some lives."

RADM James B. Perkins III, Commander Naval Forces Marianas, formed a joint task force on Guam — the primary arrival point for those trying to reach the U.S. from the Philippines — to oversee the evacuation of Air Force and Navy families arriving from Cebu. Perkins re-

Below: CDR Ron Wiley, CO of VAW-117, calms a pair of collies aboard *Lincoln*. Bottom and bottom right: Families find shelter on *Lincoln*.

Photo by PH1 Ted Salois

Photo by PH1 Ted Salois

quested help from Guam residents in gathering much-needed food and clothing for arriving evacuees.

"I stand in awe of the sacrifices, initiative, enthusiasm and just plain hard work by virtually every serviceman and woman and their families on this island," Perkins said in one message. "This was a joint effort in every sense of the word.

During the joint task force's 18-day tenure, more than 18,000 people moved through Andersen Air Force Base en route for McChord, Travis and Norton Air Force Bases. Guam personnel provided nearly 22,000 meals, 7,000 morale phone calls, medical support for nearly 3,000 people, bus transportation and donations of clothing and blankets for those trying to get home from the disaster.

Nearly 100 Navy personnel and volunteers from commands throughout Washington State's Puget Sound area rallied to provide aid and assistance to Philippine evacuees.

Navy support teams organized to offer medical care, temporary lodging, food, transportation, financial and legal assistance, child care, interpreters, personal supplies, counselors and even pet areas.

Upon arrival at McChord, evacuees met with members of their respective services to obtain advance pay or per diem to smooth their transition. Orders and leave papers were issued so evacuees knew where to report in case they were not recalled to the Philippines.

Meetings were arranged with representatives of military and federal relief agencies, such as Navy-Marine Corps Relief Society and the Red Cross, for additional financial assistance and clothing. The process ended with personnel from local Navy commands augmenting McChord's Scheduled Airline Ticket Office (SATO) to provide around-the-clock service to help evacuees continue their long journeys home.

Other staff personnel and reservists manned Navy command center positions at McChord or extended hours at

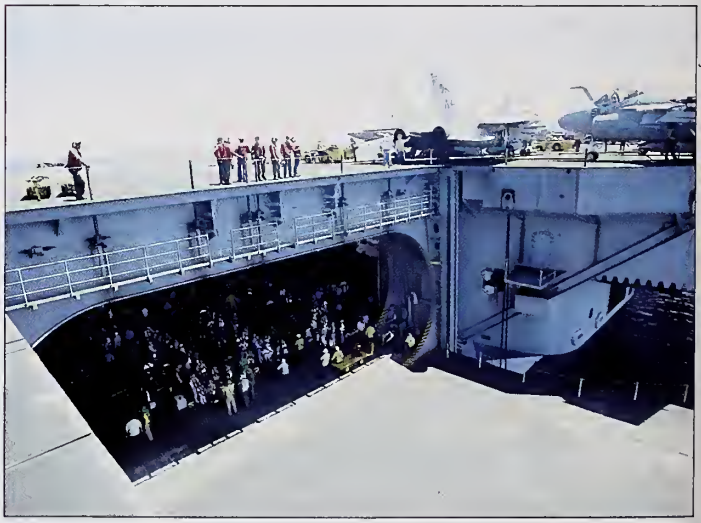


Photo by PH1 Ted Salois

Puget Sound's four major Navy facilities, including volunteers from the Ombudsman program and local Navy wives clubs.

Navy personnel and volunteers continued their assistance by helping evacuees with baggage checks, United Service Organizations (USO) support and escorting families through Seattle-Tacoma airport to their correct gates. Once home, local family service centers and personnel support detachments continued the support.

As the evacuation wound down, *Lincoln* and her battle group were detached to continue on the carrier's maiden deployment.

Pinatubo continued to dump millions of tons of ash on Clark Air Base, Subic Bay and the surrounding residential districts, more than a 2,500 square-mile area — making a low-tech tool become a high-priority item for Navy disaster workers — the snow shovel.

Following the evacuation, sailors, airmen and Marines attempted to dig their way out of a 12-inch blanket of ash that permeated buildings, vehicles, runways and electrical equipment. Shovels constructed by personnel from the destroyer tender USS *Cape Cod* (AD 43) and Subic's Ship Repair Facility moved ash from buildings and walkways as Pinatubo continued to pour debris into the atmosphere.

Evacuation support by 7th Fleet ships and the Military Sealift Command's *Passumpsic*, USNS *Spica* (T-AFS 9), USNS *Hassayampa* (T-AO 145), USNS *Ponchatoula* (T-AO 148) and MV *Jack Lummus* ended following the disestablishment of Joint Task Force *Fiery Vigil* June 27. Remaining evacuees left the Philippines from Naval Air Station Cubi Point via C-130 aircraft.

While thousands of Americans were evacuating in the aftermath of Pinatubo's violent eruptions, both Pacific and Atlantic Fleet Seabees joined forces to get area facilities up and running.

Seabees from Naval Mobile Construction Battalions (NMCB) 3 and 4 worked around-the-clock clearing roadways, supplying and repairing generators and clearing runways at Cubi Point. Within a week of Pinatubo's major eruption on June 15, Cubi Point was open for C-130 aircraft landings. Both NMCB 3 and Construction Battalion Maintenance Unit (CBMU) 302 continued to assist in disaster recovery throughout the region.

The wet volcanic ash caused the collapse of hundreds of buildings in the Subic area, including more than 160 at the Navy complex. Seabees worked to reestablish runway operations, clear roads, remove heavy ash concentrations from base structures and restore utilities. Construction experts from NMCB 5 erected "K-span" buildings in the dusty environment — the same structures that housed thousands of coalition troops during Operation *Desert Storm*.

In addition, the Military Sealift Command's contract ship *American Condor*, en route to Port Hueneme, Calif., with construction equipment from Saudi Arabia, was rerouted to Subic Bay. The equipment was used by embarked Seabees from NMCB 74 to respond to the disaster effort. In all, more than 700 Seabees arrived by July 1.

The Navy also provided humanitarian assistance to the surrounding communities, moving nearly 500,000 Meals-Ready-to-Eat (MREs), blankets, clothes, water tanks and medical supplies to the region for those displaced by Pinatubo's destruction.

Even as Seabees continued rehabilitation efforts on the facility itself, personnel and equipment from Subic Bay made their way to the devastated areas of Zambalas Province to assist those affected by the disastrous eruptions.

By the end of July, more than $1.5 million of materials had been sent to Pinatubo survivors. Food, clean water and necessities such as blankets and construction materials were the major priorities, but human sweat and labor ranked high on the list of assistance provided to the displaced victims, many of whom live under the continued threat of ash and mud slides.

Since beginning the relief operations, U.S. facility personnel worked with more than 30 relief organizations to distribute more truckloads of fresh food and vegetables, 16,000 MREs, 120 cases of baby food, 1,100 blankets and assorted construction material.

In addition to sustenance, the day-to-day needs of the evacuees were taken care of with "normal" items such as toothbrushes and toothpaste, water containers, soap and clothing. Officials estimated that more than 50,000 people were directly assisted by sailors and Marines — nine times the current population of the Subic facility.

With the planning and direction of Betty Fielder, Commander U.S. Naval Forces Philippines community relations director, the sailors of the U.S. facility and Marines of Marine Air Ground Task Force 4-90 continue to assist their neighbors.

In a June 25 message to all Navy personnel, Chief of Naval Operations ADM Frank B. Kelso II commended the Navy's latest response to a crisis.

"I continue to be impressed by the responsiveness and flexibility of our forces. This unprecedented Philippine undertaking is no exception," Kelso said. "Operations *Sharp Edge*, *Eastern Exit*, *Desert Shield/Storm*, *Provide Comfort*, *Sea Angel* and *Fiery Vigil* have been 'Total Force' efforts. None of these accomplishments would have been possible without the professionalism and dedication that are the hallmarks of every sailor in today's Navy."

Volcanologists estimate that the worst is over, but the volcano will probably continue its activity for some time. No doubt, sailors and Marines will be on-scene to help out long after Pinatubo is once again silent. □

Story compiled by JO1 (SW) Joe Bartlett from reports by on-scene Navy journalists.

Knot like the rest

USS Arleigh Burke *joins the fleet*

Story by JO1 Steve Orr and JO2 Todd E. Hansen

"Fast and feared, this ship is built to fight — you had better know how."

These words, spoken by retired ADM Arleigh Burke, were repeated many times in Norfolk's Town Point Park July 4, as more than 10,000 onlookers, including naval personnel, specially invited guests and elected civic government leaders, witnessed the commissioning of the Navy's newest destroyer, USS *Arleigh Burke* (DDG 51). ADM Burke, the *Aegis* destroyer's namesake, and wife Bobbie were also honored during the star-spangled ceremony, as were several retired Navy men who served under Burke during World War II.

Photo by PH1(AW) Joseph Dorey

Retired ADM and Mrs. Burke join the CNO, SecNav and SecDef at the commissioning ceremony.

CDR John G. Morgan Jr., USS *Arleigh Burke*'s first commanding officer, read his orders and officially took command of the multi-million dollar ship during the course of the ceremony.

The showcase commissioning, which received worldwide coverage, marks the first time that a ship's namesake has witnessed the commissioning of a ship in his honor, and only the third time a Navy ship has

Photo by James R. Giusti

Photo by PH1(AW) Joseph Dorey

Above: *Arleigh Burke* crewmen handle the ship's lines during sea trials. Right: Members of Burke's "Little Beavers" celebrated the commissioning of the ship named after their former CO.

been named for a living person.

After brief remarks by several guests, including William Haggett, chairman of Bath Iron Works (BIW), the Honorable Joseph Leafe, mayor of Norfolk, ADM Paul Miller, Commander Atlantic Fleet, and ADM Frank B. Kelso II, chief of naval operations, the podium was turned over to Secretary of the Navy H. Lawrence Garrett III, who introduced keynote speaker Secretary of Defense Dick Cheney.

"Today we commission a ship that will help prepare us to meet future threats, in the same way that those who came before us prepared for *Desert Storm*," said Cheney. "USS *Arleigh Burke* reflects, in more than just name, the high standards and warrior's heart of the man for whom it is named. This advanced destroyer will help ensure America's maritime superiority in the years ahead."

Cheney cited many examples of the accomplishments achieved under ADM Burke's leadership, which included the addition of the A-6 *Intruder* to the Navy's arsenal and the planning and launching of four of the aircraft carriers used in *Desert Storm*.The destroyer *Burke* continues in the same tradition and is loaded with technology that will lead her class of ship into the 21st century.

Leading the pack will be nothing new for *Burke*, whose namesake was nicknamed "31-Knot Burke" because of his willingness to take the fight to the enemy during revolutionary nighttime high-speed maneuvers. The

DDG 51

". . . if you name a ship after Arleigh Burke it had better be good."

Photo by James R. Giusti

Photo by James R. Giusti

Above: A helmsman confirms course changes. Right: The quartermaster makes a log entry.

moniker was born in 1943 when Burke led "The Little Beavers", of Destroyer Squadron (DesRon) 23 into the Battle of Cape St. George. He pushed one ship with a damaged boiler past its top speed of 30 knots. This caused ADM William Halsey to dub him "31-Knot Burke".

In that battle, since described by many naval historians as "near perfect surface action," DesRon 23 sank four Japanese destroyers and badly damaged two more without taking a hit. Burke, known as the Navy's first surface warrior, lived by the rule: "Get going sooner than anticipated, travel faster than expected and arrive before you're due."

Burke's many achievements and accomplishments over his 42 years of naval service were highlighted when he was selected as the Chief of Naval Operations (CNO) in August 1955, by passing 92 senior admirals. Burke went on to serve an unprecedented three terms as the CNO before retiring in 1961.

Thirty years later it seems only natural that the most technologically advanced destroyer in the world be named after ADM Arleigh Burke, the man who rewrote "tin-can" battle tactics. This version is no "tin-can." As Kelso said during his commissioning day remarks, "Let's face it, if you name a ship after Arleigh Burke, it had better be good."

Burke was a major influence in his namesake's design. "We built it to his specification," explained Kelso. "Burke has not been a bystander in her evolution, but a major contributor. This destroyer embodies his vision and his foresight, as well as his indomitable fighting spirit."

Constructed by BIW, the destroyer's keel was laid by Burke himself July 31, 1988. Using the latest techniques in shipbuilding, BIW worked day and night to accomplish *Burke*'s construction, culminating with its christening Sept. 16, 1989.

Loaded with the latest high-tech equipment, *Arleigh Burke* is also manned by a crew of high achievers, totalling 26 officers, 24 chief petty officers and 291 enlisted men. "Ships do not win wars," Burke has said. "The Navy is people. The Navy is manned by people and receives its force and its drive from people."

Those chosen to serve on the first-of-its-kind destroyer are honored with the roles they've been asked to fill. "We're setting up a system that will effect how this entire class of ship will operate for years to come," said LT Tom Ives, *Burke*'s combat information center officer. "True, this puts pressure on the entire crew, but *Arleigh Burke* sailors are a different breed. They're men who love the challenge a ship like this one has to offer. We're officers and men working together as a model team."

Interior Communications Electrician 3rd Class Lawrence Cooper, who works on the ship's internal communications systems, echoes that

"... Arleigh Burke, *the most powerful destroyer ever to go to sea ...*"

sentiment. "After nearly two years of working in the ship yard, we're finally going to get the chance to show the rest of the world what being an *Arleigh Burke* sailor is all about."

Preparing the ship for duty has been a long and challenging road. "It was a tough assignment," admitted Chief Storekeeper Domingo Dulay of supply department. "Many times, we felt as if we were asked to create a farm by clearing out the woodland. Duty was hectic — all of our milestones had to be completed on time, which often meant extended working hours, especially if we ran into unforeseen problems. But it was rewarding — we learned from this experience. As a result, the next ships of this class shouldn't have it as hard."

The benefits of working on such an advanced warship as *Arleigh Burke* outweigh the hardships. "I really enjoy my work and the state-of-the-art equipment I work with," said Fire Controlman 2nd Class Barry Schrag enthusiastically. "The people I'm working with are top-notch professionals — they don't let things slide."

With highly-qualified people at the controls, *Arleigh Burke* is an impressive piece of engineering. While larger than its predecessor, the 505-foot-long destroyer is swift and maneuverable, able to knife through water at speeds in excess of 30 knots, propelled by four LM2500 gas turbine engines with 30,000 shaft horse-power.

When the rest of the class is completed, *Burke* destroyers will operate offensively as units of carrier battle groups and surface action groups. The vessels will also support underway replenishment groups and Marine amphibious forces in multi-threat environments that include air, surface and sub-surface elements.

Fast, hard-hitting and deadly, the destroyer has always been the workhorse of the U.S. fleet. Retired ADM Carlisle A.H. Trost, former Chief of Naval Operations, called the new *Arleigh Burke*-class destroyer "the most powerful destroyer ever to go to sea."

By skillfully integrating the advanced capabilities of the *Aegis* combat system and vertical launching system with the *Tomahawk* cruise missile, *Burke* class ships will carry awesome fire power to the fight.

Burke carries the *Aegis* technology system beyond the horizon. In Greek mythology, Zeus was the king of the gods. His weapon was the thunderbolt, his defense was the shield called Aegis.

Aegis of the 20th century is a complex system of computers, electronics and weaponry. It provides instant response to threats from aircraft, surface vessels or submarines.

Arleigh Burke is a survivable fighting ship. The *Aegis* combat system incorporated phased-array radar with superior range, detection reaction time and firepower. Centered around the SPY-1D radar — the most sophisticated radar in the world — *Burke* can automatically scan, detect and track targets more than 200 miles away. A milestone in fleet modernization, this state-of-the-art radar will search out enemy movements beyond the horizon and instantaneously feed back vital information to its waiting crew.

Burke's *Aegis* system can also direct the operation of fighter aircraft and helicopters in protection of the battle group.

Burke's weapon systems include standard surface-to-air missiles, *Tomahawk* and *Harpoon* surface-to-surface missiles, *Phalanx* rapid-fire guns, 5-inch rapid-fire guns and torpedoes. These systems are also supplemented by electronic warfare countermeasures, decoys and passive detection systems.

In addition to its advanced radar and weapons systems, *Burke*'s other capabilities are impressive. Its all-steel hull provides superior protection, the design incorporating a number of new developments that resulted from hard lessons learned in the Persian Gulf after USS *Stark* (FFG 58) was damaged by an Iranian-laid mine.

Thanks to an innovative vacuum system, *Burke* has the capability to perform in a nuclear battle scene or to be totally protected from chemical attack. The destroyer also features an enhanced fire fighting system which includes sprinkler systems in living spaces and work spaces.

"In the coming years, there will be new crises and different battlegrounds," concluded Cheney during his commissioning address. "But Americans will still look to our naval forces to sail in harm's way and fight if our freedom is in danger. Today, *Arleigh Burke* sets out on that enterprise as our newest commissioned fighting ship. All who sail it take a proud place in the history of America's Navy, and among the brave men and women who have kept our nation free." □

Orr is assigned to NIRA Det. 4, Norfolk. Hansen is assigned to NavPaCen, Norfolk.

'31-Knot'

The man behind the machine

Story by LTJG John M. Wallach

Behind his sparkling blue eyes, now obscured by black-framed spectacles, lies a lifetime of Navy history, experience, knowledge and tradition.

From the United States Naval Academy through his World War II naval conquests in the South Pacific to the office of the Chief of Naval Operations, ADM Arleigh Burke has seen and done it all — or very close to it.

As a World War II destroyerman, his warfighting prowess contributed to the setting of the Rising Sun. As Chief of Naval Operations, a post he held for an unprecedented six years, his foresight into anti-submarine warfare tactics and technology, nuclear power for ships and submarines and strategic deterrence helped shape the future of today's Navy. And on July Fourth of his 90th year, Arleigh Burke received a rare honor when he saw the Navy commission his namesake ship, USS *Arleigh Burke* (DDG 51). It is only fitting that the most capable and survivable warship in the world should bear his distinguished name.

The decorated Navy veteran now walks with the aid of a cane, clutched firmly in his right hand. A modest apartment in Fairfax, Va., serves as his bridge and stateroom, where he and his adoring wife, Bobbie, have lived since 1986. Though his body has aged since his days on the high seas, his mind and spirit have not. With his wife maintaining a vigilant, loving watch over her husband, Burke reflects on his distinguished career and tells of the simple philosophy he carried with him through his 42 years in the Navy.

"Work," he says firmly. "Work hard. You've got to learn the fundamentals of your job in the Navy to do it well."

Throughout his career, it was this work ethic and his consummate leadership skills which won Burke the respect and admiration of his fellow shipmates, junior and senior alike.

"The difference between a good officer and a poor one is about 10 seconds."

Some might call him a leader's leader; others might call him a visionary. Some might say stubborn and opinionated; others might say dedicated and demanding. All would be right. In fact, it was his unique personality — always determined, never daunted — which prompted one contemporary to say, "You'll either be dead by age 50, or you'll be Chief of Naval Operations." Now 89, the latter was obviously his destiny.

Born to a Colorado farming family in 1901, Arleigh Burke learned early the traditional values he harbored for the rest of his life. Hard work, discipline and perseverance came through necessity. During his austere childhood, Burke rode horseback to school, worked on the family farm and read books — lots of books. His desire for a higher education, his family's financial inability to fund his college tuition and his dislike for farm work combined to steer Burke toward the military academies.

Appointed to Annapolis in 1919 and commissioned four years later, ADM Burke began his journey through the Department of the Navy. His first stop was aboard the battleship USS *Arizona* (BB 39) where, as a junior officer, he learned a valuable lesson, one that would foreshadow his entire career — that the most difficult and demanding jobs are often the most important ones.

Aboard *Arizona*, ENS Burke approached each task as if it would be his last, satisfied with nothing less than perfection. Because of his proficiency in leading working parties through rigorous inspections and cleanings of the ship's double bottom compartments, arguably one of the most arduous and definitely one of the dirtiest jobs aboard ship, Burke was "rewarded" with the dubious honor of overseeing all double bottom inspections for the entire length of the dreadnought.

Reminded of the occasion, Burke says today, "You only have one job," raising his right index finger to make his point. "Very seldom do you get the job you want. Do the best you can do in the job you have. If it isn't very

Left: Retired ADM Arleigh Burke talks with *All Hands*.

U.S. Navy photo

CAPT Burke (front row, 2nd right) poses with officers of Destroyer Squadron 23 in 1943.

important, do it better. When you do a job well, it makes itself important."

Throughout his career, Burke would be detailed to many assignments he did not want, notwithstanding Chief of Naval Operations.

From *Arizona*, Burke progressed up the rungs of the Navy ladder toward what he considered the apex — command at sea. He attained his goal June 5, 1939, when he took command of the destroyer USS *Mugford* (DD 389) in San Diego. After a little over a year as *Mugford*'s CO and a brief stint at the Washington Navy Yard (then the Naval Gun Factory) it was off to war.

As commander of Destroyer Division (DesDiv) 43, Burke was in his own heaven. From his flagship, the destroyer USS *Waller* (DD 466), he commanded four destroyers under Commander South Pacific ADM "Bull" Halsey, as the U.S. Navy began its climb up the Japanese-occupied Solomon Island chain. It was here that Burke learned another valuable lesson.

Sailing through the Central Solomons, Burke ordered his flagship into the Kula Gulf under cover of darkness. His mission: scout the waters for enemy ships. Minutes later one of Burke's young radar operators reported a contact ahead. Instead of opening fire immediately, Burke was skeptical and questioned the young sailor's judgement. When he finally gave the order to fire torpedoes, U.S. cruisers had acted on their own radar indications, turning their powerful guns on the Japanese destroyers.

Although both enemy ships were sunk and the U.S. ships escaped without a scratch, Burke knew that he had erred. By not firing his torpedoes at the initial radar contact, he had forced the cruisers to open fire, thus identifying their positions. From that point on, Burke trusted the reports and recommendations of his sailors implicitly. The incident prompted his now-famous quote: "The difference between a good officer and a poor one is about 10 seconds."

After his success with DesDiv 43, Burke was given command of the eight ships of Destroyer Squadron 23, the command for which he is best known. It was with the "Little Beavers" that he was issued his enduring nickname, "31-Knot" Burke.

Dissatisfied that his ships, rated at 35 knots, could make no better than 30 due to inadequate maintenance, Burke ended all transmissions to South Pacific headquarters with, "Proceeding at 30 knots." When on one occasion his "Little Beavers" were ordered to possible action, Burke pushed his ships to their limit and ended his next transmission with, "Proceeding at 31 knots." The reply from Halsey came back addressed to "31-Knot" Burke. Although he had before and would again sail faster, the moniker stuck.

But Burke was deported from his destroyer paradise in 1944 when he received orders to serve as chief of staff to Commander, Carrier Division 3, VADM Marc Mitscher. As Burke remembers, it was one of those jobs he did not want.

"He [Mitscher] was an aviator; I was not an aviator," he explains. At the time of Burke's transfer, to ensure well-rounded staffs, the Navy made it a policy to assign surface officers to the staffs of aviators and vice versa. "I didn't want to serve under Mitscher, and he didn't want anything to do with me. He wouldn't speak to me."

But what started as a relationship based on disdain and resentment slowly evolved into one of mutual respect. Burke explains how the ice was finally broken between himself and Mitscher — the man he now calls one of his best friends and the most influential person in his Navy career.

"I exceeded my authority on the bridge and gave orders he [Mitscher] really should have given," Burke remembers. "I turned around to him to take my punishment. I thought I was going to at least be called on the carpet real hard. But he just looked at me and said, 'It's about time.' From that time on we were very good friends."

Burke served as Mitscher's chief of staff through the rest of the war. Together with his boss and friend, he fought some of the most famous World War II naval battles, including the Battle of the Philippine Sea and the Battle for Leyte Gulf. He supported the Marine assault on Iwo Jima and saw his fleet come under suicide attack by Japanese *Kamikaze* pilots. And while serving aboard Mitscher's flagship USS *Bunker Hill* (CV 17) near Okinawa May 11, 1945, Burke became a true hero.

Two *Kamikaze*s, loaded with fuel

and explosives, slammed into the flagship, sending burning fuel and debris across the flight deck. Burke, noticing that the flames had reached the radio room, raced to save his shipmates. Armed with only a handkerchief, which he held over his nose and mouth, Burke and another officer, dragged the trapped radiomen out of the fiery, smoke-filled room and up a ladder to safety.

After the war, Burke was assigned to desk duty in Washington. He then served with Mitscher one last time in a hastily-created 8th Fleet before going back to sea in the cruiser USS *Huntington* (CL 107), where he continued his quality approach to leadership. A firm believer that a well-informed sailor was a harder-working, happier sailor, Burke made a regular practice of assembling his men to brief them on the ship's mission, upcoming port visits or answer any questions they might have.

From *Huntington*, Burke was again summoned to Washington, this time by the Chief of Naval Operations to head the CNO's organizational research and policy section. But when aggression once again reared its ugly head, this time on the Korean peninsula, Burke, a seasoned combat veteran, was dispatched to Tokyo to help prepare for war.

In the summer of 1951, after U.N. forces under Army Gen. Douglas MacArthur established a line of defense south of the 38th parallel, Burke was summoned to Korea as a peacemaker. As part of the U.N. delegation, he took his place at the negotiation table at Kaesong. He would return to Washington in December, angry and frustrated at the progress of the talks. The armistice treaty was finally signed in Panmunjom July 27, 1953.

For Burke, his return to Washington meant more duty behind a desk instead of on a bridge, this time as director of the Navy Department's strategic plans division. The job was demanding, as Burke was in charge of planning how the Navy would fight its next war. After more than two years of shore duty, he was again sent to sea.

Burke spent less than a year in command of Cruiser Division 6 in the Mediterranean before receiving what he now calls one of his most enjoyable tours in the Navy — Commander Destroyer Force Atlantic (ComDesLant) Fleet. Now the legendary destroyerman was in charge of all of the tin cans in the Atlantic. It was from this treasured billet that he received the greatest surprise of his career.

It came in 1955 when Secretary of the Navy Charles Thomas posed the question, "Do you know of any reason why you should not be CNO?" Burke held several answers back. He was deliriously happy as ComDesLant; he was not eager to take over the post held by his old friend, ADM Robert B. Carney; and he had misgivings about the possible adverse political effects of being selected over more than 92 admirals senior to him. But, as history and destiny would have it, Burke was sworn in as CNO Aug. 17, 1955, at the tender age of 54.

At the Navy's helm, Burke focused his efforts on the future of the modern Navy. He made anti-submarine warfare technology and tactics his number one priority and ordered the study of nuclear power for use in surface combatants. But arguably his most important contribution as CNO was his support for the beginning of the Navy's fleet ballistic missile program. Burke pushed for development of what eventually became the *Polaris* missile, forerunner of the *Poseidon* and *Trident* missiles of today.

Burke went on to serve two additional terms as the Navy's top officer and gracefully declined President John F. Kennedy's offer of a fourth, opting to retire instead after more than four decades of service.

Today, sitting next to Bobbie on a sofa adorned appropriately with a USS *Arleigh Burke* afghan, he is justifiably proud of his accomplishments, but he will not dwell on them. Instead he chooses to deflect credit to those who served with him, the many nameless, faceless people behind the scenes whose efforts he says helped him achieve greatness.

"There is no rule that will ensure success," he states with a knowing smile. "The philosophy you have to have in the Navy, is you've got to do the best you can do with what you've got. It's too bad if you don't have all the things you think you need. Do the very best you can do, and expect your shipmates to do the same thing."

Today, Arleigh Burke lives ashore with his beloved Bobbie. Occasionally, he ventures into the public eye — most recently at the commissioning of his namesake destroyer. As he relaxes in his twilight years, the great warrior can take comfort in knowing that he has left a positive, lasting impression on the service he loves so much. In USS *Arleigh Burke*, his name, his legend and his spirit will sail on. □

ADM Burke as Chief of Naval Operations, 1955.

U.S. Navy photo

Wallach is director, print media division, Navy Internal Relations Activity.

Photo by PH1(AW) Joseph Dorey

Fisher House

New hospice at the National Naval Medical Center

Story by JO1 Sherri E. Bashore

Thanks to the generosity of two longtime friends of the Navy — Zachary and Elizabeth Fisher — sailors and their families now have a comfortable place to stay when an injured or critically ill loved one is hospitalized at the National Naval Medical Center (NNMC), Bethesda, Md.

The second of five houses donated by The Zachary and Elizabeth Fisher Armed Services Foundation was dedicated in ceremonies at NNMC in June, where President and Mrs. George Bush were guests of honor. The Fishers established the foundation after the terrorist bombing of the Marine Barracks in Beirut, Lebanon, and the missile attack on USS *Stark* (FFG 31) to help service members and their families in times of need. The foundation also aided USS *Iowa* (BB 61) family members following the tragic explosion aboard the dreadnought which killed 47 crew members.

"The Fishers have committed themselves to the care and well-being of military families dealing with a crisis," said Secretary of the Navy H. Lawrence Garrett III. "They did it with extraordinary generosity. This house that you have made possible, Mr. and Mrs. Fisher, will provide comfort and support to thousands of future service members and their families. On behalf of them, I offer you my very deepest gratitude and respect. And believe me, Zach, both you and Elizabeth are shipmates in the truest sense of the word."

Mr. Fisher, one of New York City's leading real estate developers, feels that the family is a vital part of our fighting force. "This is really a family day for Elizabeth and me," he said. "Today marks a dream come true. Let me quickly explain that we only share the dream. The idea of comfortable family housing at military hospitals came first from [the former Chief of Naval Operations] ADM [Carlisle A.H.] Trost's wife Pauline. She explained [it] to me, and we saw immediately that the need perfectly fits the objective of our Fisher Armed Services Foundation."

"This house will become a home to families facing the triple blow of critical illness, financial pressures and separations," Bush said. "We had the pleasure of meeting two such families inside, and I must say, to hear them talk about what this means to them says it all."

Residents pay a small daily charge during their stay. Active-duty and retired military members of all branches of service and their family members are eligible to use the services of the home. The $500,000 house has seven family units, (five single

and two double-room suites), and can accommodate 16 people. Each unit has a private bedroom and bath. All families use a common kitchen, dining room, living room and laundry facility. It is conveniently located within walking distance of the medical center and recreational facilities.

The manager of NNMC Bethesda's Fisher House, Karen Stansbury, explained the process leading up to a family's stay there. "Referral guidelines and forms have been made available to all [NNMC] department heads," she said. "Once a referral has been made, patient administration and the chaplain review the application. The total family picture is looked at." This includes the family's local accommodations, financial situation and the condition of the patient. "They [patient-care professionals] will make a selection among all the requests they have on hand. They do that on an as needed or space available basis." Families with the greatest need will have priority, Stansbury said.

Two families moved into the Fisher House just prior to the dedication ceremony. "We moved these two families in Friday as the carpenters were moving out," she said. "I could see immediately that the house is working because they're beginning to help each other through what they are going through."

Chaundale Cleveland was one of the Fisher House residents. Her husband Daniel is hospitalized in serious condition. Daniel's parents Gary and Arden Cleveland came in from Washington State to be by her side, along with her brother-in-law Dale and sister-in-law Taunya.

"I was thrilled and very touched when I found out this house was available," Chaundale said. "It's nice to have people around who you can talk to and share your concerns."

Tamara Burnsworth, whose husband Michael is in critical condition

Photo by JO1 Sherri E. Bashore

Zachary and Elizabeth Fisher

echoed those sentiments. "Michael and I were married in August [1990] and the Navy is still new to me. Fisher House is a big help emotionally. It really helps having other families around who share the same problems."

Prior to the opening of the Fisher House, Burnsworth resigned herself to living in hotels, the Navy Lodge and sometimes the barracks, where regulations allowed her to stay because she accompanied her husband to Bethesda under military orders.

Burnsworth noted that private phone lines in the rooms at the Fisher House allow direct communication between the doctor and the families and are a big plus. Cleveland's mother agreed. "[Daniel's] condition can change at any minute. It's good to be close."

Stansbury, the only paid employee of the Fisher House, is in the process of organizing volunteers to do some of the work in the house and to help her plan and carry out recreational group support activities for its residents. She is also in the process of educating NNMC's hospital staff on how to use the Fisher House and about the referral process.

"People must realize it [occupancy] is not done on a reservation basis," she said. Authorized patrons stationed all over the world must be referred by their doctor, chaplain or a social worker.

Another situation that has to be considered is the length of stay for each family. "We have to look at the situation weekly and approach it in a triage manner," said Stansbury. "In other words, looking at the applicants, looking at the people in the house and looking at the whole picture of the family so that the greatest need is served. We may have to ask a family to move out, based on whether the patient is improving.

"Families are told up front that the house has a 16-person capacity. If families double up to allow another family's use, that's great," Stansbury said.

The Zachary and Elizabeth Fisher Foundation opened a home at Naval Hospital, Portsmouth, Va. Other locations soon to have these stable, comfortable and low-cost havens are Naval Hospital San Diego; Wilford Hall Air Force Medical Center San Antonio, Texas; and Walter Reed Army Medical Center, Washington, D.C.

President Bush summed up best what the Fishers, their foundation and now the Fisher homes are all about in his dedication remarks.

"I've spoken to a lot of people about our concept of 'points of light' — those who give of themselves to help others. Elizabeth and Zach are brilliant points of light — they saw a need and then they moved in to fill it. They didn't wait for Congress, they didn't wait for a study or committee hearing. They saw a problem, moved in and solved it. This kind of dedication and ingenuity has made ours the strongest, and I think, the most caring nation in the world.

"They were inspired by a simple wonderful truth [that] the most important part of life is being with someone you love, helping someone you love, sharing life with someone you love.

"I want to join the rest of you in thanking the Fishers who really represent the wonderful concept in America." □

Bashore is a staff writer for All Hands. *Kevin Sforza, editor of* The Journal, *National Naval Medical Center, Bethesda, Md. contributed to this story.*

Running toward long-term goals

Story and photo by JO2 Lynne Gladstone

Energetic, optimistic and determined — that's how Electrician's Mate 1st Class (SW) Andre Alexander described himself from his office at the Armed Forces Reserve Center, Floyd Bennett Field, Brooklyn, N.Y. It took all three characteristics combined with a great deal of hard work during a five-year period for Alexander to reach his goal of being selected to attend the Navy's year-long Explosive Ordnance Disposal (EOD) schools.

Along the way, Alexander racked up an impressive series of accomplishments — including selection as sailor of the year for the Naval Reserve Readiness Center, earning two Navy Achievement Medals, designation as a Navy Enlisted Surface Warfare Specialist, plus naturalization as an American citizen — all in pursuit of his long-term goal.

This is a dramatic change from the very reserved and unsure young man that left his family in Queens, N.Y., nine years ago to join the Navy because he had no idea of what to do and felt his life was going nowhere. "I wasn't doing anything with my life," he said. "I wasn't going anywhere, but wrong." Now Alexander knows exactly where he's headed.

After successfully completing Navy Dive School in Panama City, Fla., Alexander will go to Eglin Air Force Base, Fla., for demolition training. There, he will learn to identify, disarm and destroy modern explosives, as well as explosives from World Wars I and II. He will complete his training with an additional six months of intensive EOD training at the Naval Ordnance Station, Indian Head, Md.

Reaching his goal required Alexander to meet both physical and administrative standards for consideration. EOD technicians must be athletic as well as intelligent, since assignments often require them to dive hundreds of feet to the ocean floor in search of mines and unexploded ordnance, or hike through dangerous terrain in search of booby traps and bombs.

EM1(SW) Andre Alexander

"When I came into the Navy, I was a Class 'D' swimmer," said Alexander. "I could barely float to get out of boot camp. It took a lot of effort, a lot of swimming and now I'm a Class 'A' swimmer going to Navy Dive School."

Beyond the physical preparation for selection, Alexander had one major administrative hurdle to jump — EOD technicians must be American citizens. Born on the island of Trinidad in the West Indies, Alexander was forced to put his dream on hold until his request for naturalization came through. He was finally sworn in as an American citizen on January 15, 1991.

"That was the last obstacle. Almost immediately after being sworn in, I put on my uniform, got a haircut and took my [application] papers right down to Washington, D.C., — to the hands of the EOD detailer," he explained.

Alexander is currently the coordinator for active and inactive training for 1,200 naval reservists assigned to one of the largest Naval Reserve centers in the country. He is responsible for processing requests for and cancellations of orders, while maintaining and updating the entire file system for all training performed by the reservists he serves.

He oversees a working budget of $250,000, and must ensure that all requests for Reserve support from the various naval stations here and abroad are made available to the reservists.

Balancing his professional goals with his personal life is always a challenge. His wife, Andrea, staunchly supports his goal to become an EOD team member. "Having the support of my wife and the support of the people who love me has helped me mentally," he said. "They know the job is dangerous, and they know it's what I want to do.

"I am determined to become a member of the Navy's Explosive Ordnance Disposal team," Alexander said stubbornly. "I'm the kind of person who enjoys a challenge. Anytime I feel I'm not being challenged, I get bored and frustrated."

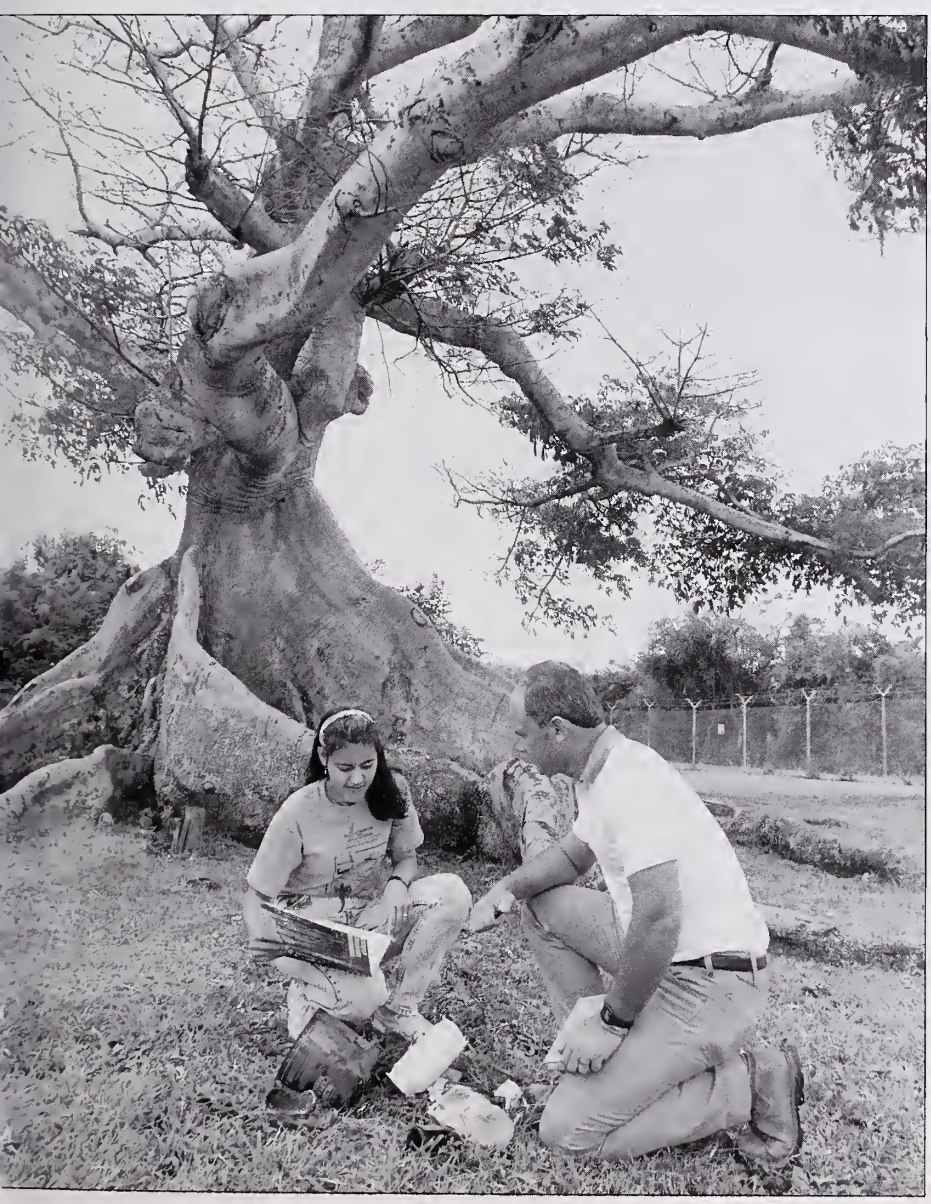
Gladstone is assigned to Naval Reserve, Office of Information East 102, New York, N.Y.

Preserving the land

Navy shares and protects Vieques Island

Story by LT Hal Pittman, photos by LT E. Francois

Seven miles off the eastern coast of Naval Station Roosevelt Roads in Puerto Rico, is the 21-by-4.5 mile Vieques Island, supporting both a delicate ecosystem and the Navy training facility. More than 8,000 civilians live on Vieques, which they share with the naval station and the Atlantic Fleet Weapons Training Facility (AFWTF). They also share the space with many protected environmental areas and several species of endangered wildlife.



Managing this delicate ecological balance between military training exercises on the island and in adjacent waters is a top priority the Navy pursues daily.

The Navy acquired Vieques through a series of purchases in the 1940s. The countryside is characterized by rolling hills, beautiful, secluded beaches, a small rain forest, wild flowers and a large population of tree frogs, mongooses and horses. Vieques is also home to the best phosphorescent bay in the world, inhabited by billions of luminescent microscopic organisms that cast their soft glow after dark.

Like Culebra to the north, Vieques is geologically a part of the Virgin Islands and is about twice the size of Manhattan.

Today the Navy uses a total of about 22,000 acres on the east and west ends of the island, roughly two-thirds of the island's land mass. The eastern 14,510 acres, appropriately known as the Eastern Maneuver Area, are used for land maneuvers, amphibious landings, naval ship gunfire training, small arms practice, close air support and air-to-ground ordnance delivery. Included in this area is a one-quarter mile square used

Environmental engineering employees Winston Martinez and Carmen Villanueva examine waste discarded next to a ceiba tree on Navy property outside the gate of the Naval Ammunition Facility.

Left: The mile-long mosquito pier on the NAF was built during the sugar production heyday and today receives boats bearing equipment, vehicles and supplies for use on Navy and public facilities. Below: Local Viequenses remove sand from drainage ditches on Navy property for use in local community projects.

by AFWTF for live ordnance delivery practice.

"AFWTF's mission is operating, maintaining and developing weapons training facilities and services in direct support of fleet training," said AFWTF Commanding Officer CAPT Tom Lagomarsino. "It is also used for developing, testing and evaluating weapons systems. Naval warfare skills and the battle readiness they represent are best acquired in the most realistic tactical environment which can be provided, and that is on the four ranges at AFWTF."

AFWTF controls more than 200,000 square miles of ocean surrounding Puerto Rico, which they use to train the fleet. Vieques is centered in the innermost training range, which bustles with military exercises throughout the year. Major exercises, such as *Ocean Venture*, held biannually in May, utilize most of the military facilities on the island — with amphibious beach landings, paratrooper jumps and special warfare scenarios.

"The Navy is committed to preserving and maintaining the environment wherever it operates," says RADM Ferg Norton, Commander Fleet Air Caribbean at Roosevelt Roads.

"Naval training is necessary to maintain capability which may be used as an instrument of national policy on short notice," he continued. "This was made clear recently by the events in the Middle East. The Navy must train effectively and often, using the weapons and equipment we will use in case we are called upon. It must be done in areas that we can isolate for that purpose, and that is what we have done on Vieques — a place where operating areas are separated from environmental areas needing protection."

Naval Station Commanding Officer CAPT Michael O'Brien agrees. "The U.S. Navy at Roosevelt Roads and Vieques Island has gone beyond environmental requirements set forth in legislation," he states. "Five Navy environmental engineers, one agronomist and one biologist working at Roosevelt Roads are all from Puerto Rico and have a vested interest in Vieques. They ensure the Navy protects and, even further, improves Vieques' ecological systems."

The Navy employs two full-time people whose sole job is protecting the Vieques environment. Winston Martinez is an agronomist employed by Roosevelt Roads Public Works who oversees the maintenance of ecological systems.

"The job of land use manager is difficult because of the amount of land and different types of ecological systems that we have here," Martinez said. "There are many mangrove areas and different wildlife species to protect. It requires a lot of time and energy."

Martinez manages ecosystems on all Vieques' Navy property, while Carmen Villanueva, an environmental scientist and biologist, manages and preserves wildlife. Working together, they mark sensitive areas "off limits" prior to exercises, and routinely inspect those areas.

Martinez has been on the job three years, and Villanueva was hired in 1990. They see that environmental laws are enforced and quality programs are followed to improve environmental conditions in support of the memorandum of understanding (MOU) signed in 1983 between the Navy and the Commonwealth of Puerto Rico.

Navy facilities on Vieques were opened for public use since their establishment some 50 years ago, but in the late 1970s, the need for documentation dictating usage of Navy land became apparent.

The MOU outlined environmental procedures and the use of government land on Vieques. The memorandum addressed the Navy's island role in four main areas: community assistance, land use, target area use and environmental matters. Because of extensive Navy involvement with the people and municipal government on Vieques, a plan for land usage was

necessary and was developed by the Navy under the MOU.

"The Land Use Management Plan (LUMP) identifies policies and procedures protecting environmental resources on all Navy-owned properties on Vieques," Martinez said. "It was designed to maintain the military mission of the land while enhancing it for joint military and civilian use."

Specific resource management plans contained in the plan include: cattle and range management; conservation zone management; mesquite utilization; forestry development; wildlife and endangered species protection; mangrove protection; water resource protection; cultural resource protection; and recreational use.

Martinez supervises the programs and is part of the Vieques Management Advisory Committee, an organization consisting of the U.S. Fish and Wildlife Service (USFWS), the U.S. Forest Service (USFS), the Department of Natural Resources (DNR) and the Navy. The group assists in managing the natural resources on federal land on Vieques.

Vieques land resources are managed in several ways. The Vieques Cattlemen Cooperative currently leases 10,000 acres of Navy-owned land for cattle grazing. Split between two Navy facilities, the no-cost agreement fosters the cattle industry on the island.

Seven conservation zones established on Navy property are classified as Class I for environmental importance. These areas encompass natural habitats of various plant and wildlife species designated as rare or endangered, and provide protection for unique Caribbean ecosystems.

"Land preservation is not really any more difficult with an exercise in progress," he says. "I make inspections during exercises to ensure the environment is protected. Units that train here are well briefed before commencing their maneuvers. They are always cooperative with regards to those protected areas."

The Navy has also developed a forestry program, which Martinez monitors. In 1985, 100 acres of Navy land were planted with 20,000 mahogany trees based on the recommendations of the Puerto Rico DNR and the USFS. Nearly 40 percent survived. This year, an additional 50 acres were seeded with approximately 14,000 trees. More forestry projects are planned on military property for common use of military and civilian populace.

Vieques is home to 15 threatened or endangered species. The Navy made significant efforts to keep these habitats inside conservation zones, and specific nesting areas are off-limits during exercises. Protected wildlife includes sea turtles, West Indian manatees and brown pelicans. "The Navy has a written agreement with the Puerto Rico DNR protecting sea turtles and their nesting sites," Martinez stated. "There are also interagency agreements with the USFWS for manatee protection, and since federal law governs Navy land on Vieques, penalties for endangering the environment or killing an endangered species on Navy property are much more severe than penalties prescribed by local law."

A variety of Navy operations are conducted on the Vieques naval training facilities and in the surrounding waters, but the Navy works hard to maintain the balance between operational and environmental requirements.

Of 36 mangrove forests on Vieques, 31 are on Navy property. Mangrove forests are important ecologically because they serve as the habitat for terrestrial and aquatic creatures, as well as sediment traps or filters created to stabilize shorelines. Except for traffic on existing military roads, military maneuvers are prohibited in mangrove areas.

Other protected areas on Navy property include 33 archaeological sites eligible for inclusion in the National Register of Historic Places. Some sites are said to contain artifacts and remains of the original Taino Indians who arrived and settled in Puerto Rico thousands of years ago.

The overall scope of Navy plans are to maintain the current high environmental quality of government-owned land on Vieques. About $250,000 a year has been allocated for the LUMP, and new ideas and suggestions are continually under review by the environmental engineering division at Roosevelt Roads.

The work put into environmental management on naval facilities at Roosevelt Roads and Vieques has not gone unnoticed. The program received an honorable mention in the 1990 Secretary of the Navy Environmental Quality and Natural Resources Conservation competition for natural resources conservation, and today the program is as active as ever with continuing initiatives.

"We comply with the laws that govern environmental protection," Norton concluded. "We also see that people who come here for training are educated about environmental concerns in the area and what is required [of them] to comply with the law and the LUMP which we've created. It is a continuing effort." □

Pittman is the public affairs officer, Commander Fleet Air, Caribbean.

Bearings

USS *Wisconsin* officer sends special message from Gulf

A special message of hope sent by LT Bruce Van Dam from the battleship USS *Wisconsin* (BB 64) may have helped a young girl back in the states lying comatose in a hospital.

While the Norfolk-based dreadnought was deployed to the Persian Gulf as part of Operation *Desert Shield* and *Desert Storm*, Van Dam corresponded with 14-year-old Jaime Keller from Erie, Pa., after she and classmates at Mercyhurst Preparatory High School sent him a letter through the morale-boosting "Any Service Member" mail program.

"From her letter she seemed like a warm, caring young lady," said Van Dam. "I wrote her a letter back telling her about myself."

A few weeks after his first letter, Van Dam found out from Keller's friends that she was in the hospital in a coma after suffering a cerebral hemorrhage. Keller had a history of horrible headaches which doctors treated as migraines. With someone her age, they had no reason to suspect anything else until a brain aneurysm proved how serious those headaches were.

An artery burst and Keller's brain was swelling. Doctors explained that surgery could prolong her life, but would probably leave her in a vegetative state for the rest of her life. Without surgery, she only had a 20 percent chance of survival.

"Even though I had never met her, I considered Jaime a friend and I knew I had to do something," Van Dam said. "She was the one who reached out first, so it was now my turn."

Van Dam explained he had read that people in a coma were aware of their surroundings, but were unable to respond. So, he thought if he could send "letters" home to his wife on audio cassette, why not send Keller

U.S. Navy photo

LT Bruce Van Dam

a tape — if she could hear someone, it might help.

On the same day he mailed the tape, he received a package Keller had made for him a few days before the aneurysm struck, but had not been mailed. "I had told her that my wife was pregnant with our first child," Van Dam recalled. Her package contained things for their baby and a "lucky penny." Keller had found this 1976 penny the day before her younger sister was born. It was "lucky" because it was from the year Keller was born and she had hoped for a baby sister. The package also contained a letter Keller had written and a letter from her parents explaining what had happened.

"It hurt me to know she was hurting," Van Dam said, "and I knew I had done the right thing in sending her that tape. I tried to walk her through life, talking about all the things she could look forward to. I just wanted to let her know there were people praying for her."

Those prayers were answered on Christmas Eve, when she said "Mom," and later in the day answered her father's question of how she felt by saying, "Mad!" On Christmas Day she put two words together to say "Merry Christmas." After that she started speaking in sentences and is now able to move both arms and legs.

Jaime's mother, Ortenzia Keller, said she was touched by Van Dam's gesture. "I don't know if the lieutenant's tape helped, but I think it's possible that it did," she said. "It's a wonderful tape — very honest and moving — and it's amazing to think that someone she didn't even know would do this."

He sent a $25 check to the *Erie Times Daily* and issued a challenge to the people of Erie to match or beat his donation to start a fund for Keller. "I figure if a few hundred people can even match it, that will be a good start for the Keller family on paying hospital bills," he said. He added that *Wisconsin* crewmen also sent checks, making the ship's total contribution $375.

In his tape, Van Dam said he would visit Keller when *Wisconsin* returned to Norfolk. "I found out after I sent the tape that there is an officer on board from Erie, and he said he would be more than happy to take me up there to go see her," he said.

The "Any Service Member" mail program was started by people across America who wanted to show their support for the U.S. Armed Forces deployed to the Middle East. Van Dam showed that this support can go both ways, by helping a special young lady who he said exemplified the America he was serving. ■

—Story by JO2 Thomas A. Kreidel assigned to the public affairs office, USS Wisconsin *(BB 64).*

Bearings

'Everything's comin' up roses:' Navy ships participate in festival

More than 3,500 sailors from 13 Navy ships got a break from the hectic pace of operations when they were invited to the 83rd annual Portland Rose Festival, Portland, Ore., this past summer.

Five Navy ships that had sailed the Persian and Arabian Gulfs during *Desert Shield/Storm* sailed into the cool waters of Portland Harbor to promote the Navy and celebrate the time-honored tradition of the Rose Festival with the residents of Portland.

Eight ships from the Canadian navy and three U.S. Coast Guard ships also participated. The ships moored along the pier in the shadow of the ferris wheel to give tours, host parties and take in Portland hospitality.

Led by the flagship USS *Worden* (CG 18), the Rose Festival fleet was commanded by Commander 3rd Fleet VADM Jerry Unruh. Other ships included: USS *Fox* (CG 33), USS *Robison* (DDG 12), USS *Goldsborough* (DDG 20), USS *Berkeley* (DDG 15), USS *Barbey* (FF 1088), USS *Marvin Shields* (FF 1066), USS *Meyerkord* (FF 1058), USS *David R. Ray* (DD 971), USS *Racine* (LST 1191), USS *Pigeon* (ASR 21), USS *Conquest* (MSO 488) and USS *Implicit* (MSO 455).

Photo by Rachel J. O'Sullivan

Above: Military members from Oregon were honored during the parade for their involvement in Operation *Desert Storm*.

For the people of Portland, the opportunity to visit Navy ships is a Rose Festival tradition. Navy ships have been a part of the festival since 1907 when *Charleston* (C 22) arrived to participate in the activities.

"Portland is a spectacular city with friendly people who respect the military and understand the importance of what we do," said LTJG Steven Huff, a deck officer on board *Racine*. "It was a great morale booster for the ships."

"I think participating in the festival was great," said another sailor. "It's a great way for the sailors and Marines to show off their ships. It's also good to interact with the American people and show them what were all about."

"We like the Navy and try to go out of our way for them," said Peter Lent, president of the Portland Navy League. "The Navy is an important part of the festival." ■

Below: The Marine Corps marching band was invited to perform in the Rose Festival parade.

Photo by PH3 Kenneth Robinson

Story by JO2 Rachel O'Sullivan who is assigned to the Navy Public Affairs Center, San Diego.

News Bights

Norfolk's Navy community received some bittersweet news recently following the announcement that the long-time home port resident USS *John F. Kennedy* (CV 67) would move to Mayport, Fla., but would be replaced by the Navy's newest carrier, *George Washington* (CVN 73).

Kennedy, based in Norfolk since her commissioning in 1967, will change home ports to Mayport in 1993, following *George Washington*'s arrival in late 1992. During the overlap, Norfolk will be host to five aircraft carriers.

Kennedy is one of the Navy's best known carriers, and will be replaced by the sixth *Nimitz*-class nuclear-powered flat-top. Carrier air wing squadron home ports are not affected by the move.

* * *

Crew members of USS *Ingersoll* (DD 990) and USS *Leftwich* (DD 984) marked a milestone in joint drug interdiction operations in July following the seizure of 100 tons of hashish aboard a merchant vessel — the largest hashish seizure in U.S. history.

Ingersoll, with a Coast Guard law enforcement detachment (LEDet) embarked, detected MV *Lucky Star* — a merchant registered in the Caribbean nation of St. Vincent — operating outside normal shipping channels 600 miles west of Midway Island.

Ingersoll and *Leftwich* intercepted *Lucky Star*, and LEDet personnel boarded the vessel with the master's consent. During the search, LEDet members discovered the 100-ton cargo of hashish, worth about $2 billion. Working closely with U.S. Customs Service and the Coast Guard, the State Department and Department of Justice quickly coordinated the complex diplomatic and legal details of the operation.

Crewmen from both ships received the Coast Guard Special Operations Service Ribbon from RADM William C. Donnell, Commandant 14th Coast Guard District during recent ceremonies.

* * *

DoD recently announced changes to the Uniformed Services Voluntary Insurance Plan or USVIP. USVIP is a DoD-sponsored commercial health insurance policy that may be purchased by separating service members and eligible family members.

Previously, two plans were available under USVIP — renewable and temporary for 90 days. The renewable policy was terminated effective April 1, 1991, and the temporary plan was modified to allow renewal on a quarterly basis for up to one year after separation.

All active-duty members, including reservists ordered to active duty for more than 30 days, have up to 30 days to purchase the coverage for themselves and their families after they lose their active-duty eligibility for medical benefits. Former spouses who were married to service members for at least one year, children up to age 21 (23 if students), wards, dependent grandchildren and pre-adoptive children or retirees are also eligible. They have up to 90 days after they lose eligibility for uniformed services identification and medical benefits to purchase the policy.

Those who purchased the USVIP renewable policy before April 1, 1991, have continued coverage, but premiums have increased. Rates have also gone up for the temporary plan. No other DoD-negotiated policy is available for sale at this time.

USVIP brochures, application forms and rate sheets are available at personnel support detachments and through health benefits advisers in medical treatment facilities. For more information and a list of new premium rates, please refer to AlMilAct 31/90 and AlMilAct 47/91.

* * *

To keep misaddressed military mail from wandering through Fleet Post Offices (FPOs) and Army Post Offices (APOs) around the world, a new system of military zip codes and addresses was introduced in July which affects nearly half the U.S. post offices overseas.

Sailors and Marines should receive their mail faster once the new zip-address is fully implemented.

Under the new system, the first three numbers of the five-digit military zip code designate a country or region. The two digits that follow direct the letter to smaller areas within the country or region. The new system also replaces city names with a two-letter code in the last line of the address.

Mail bound for the Pacific region is designated by an "AP" instead of the city name; Europe-bound mail is marked with an "AE" and mail headed for Central or South America is indicated by an "AA".

The two-letter codes also apply to FPO mail headed to deployed ships, regardless of the geographic region in which they are operating.

Ships with FPOs of New York are now FPO AE; FPO Miami is FPO AA; and FPO San Francisco and Seattle are now FPO AP.

The majority of ship codes are unaffected, except those using FPO Seattle and the zip code sequence 98XXX.

The Military Postal Service Agency will continue to deliver mail addressed the old way for another year. For more information, contact your fleet, Army or shipboard post office. □

Mail Buoy

For the record

While *All Hands* is on the subject of naval trivia (5"/38, 16"/50 [July 1991 Mail Buoy]), please note that NATO pendant numbers do not contain a space between the type indicator letter ("flag superior") and "pendants," although such separation is used between the U.S. classification symbol and hull number (e.g., DDG 51) per the *DON Correspondence Manual*. Page 23 of the same issue should have referred to HMS *Gloucester* as (D96) and HMS *Cattistock* as (M31).

To illustrate the point, I've enclosed a page of Allied Visual Signaling Procedures, which lists no fewer than eight examples. I also submitted several photocopies of NATO navy ships, none of whose painted-up pendant numbers shows the separation you have added in your Persian Gulf mine countermeasures story.

Similarly, USS *Impervious*' (MSO 449) visual call is M449.

—CWO4 John Hau
NRF Training Signal Station
San Francisco, Calif.

With this ring

I was reading the article in *All Hands*, August 1991, when I looked at the photo on Pages 28-29 and saw a mishap in the making. The person launching the aircraft, is wearing a ring with a launching aircraft right near him. That one ring is FOD (Foreign Object Damage). It could cause serious injury to personnel or a premature engine change. The question I asked of the individual is: "is it worth it to wear your wedding band at all times?" Maybe *Forrestal* can learn a few lessons in FOD prevention.

—ADAN Daniel Burleson
NAS Norfolk

• *According to Naval Safety Center, Air Safety Dept., Norfolk, there are no prohibitions on wearing wedding rings during flight operations. — ed.*

Walking on water

I just received the current *All Hands* dated July 1991. After scanning through the magazine. I came across the article "Cleaning Oil Spills." A very good article I must admit, the only thing I found wrong, was the picture of the man walking by the ocean. The picture is upside down. "Caught ya."

—SKC(SW) Cornell Moody
U.S. Atlantic Fleet, Norfolk

• *Our mistake, the photo was accidentally flopped and was also backwards. — ed.*

Memories

I enjoyed your article on "Port harbor security" in the August 1991, issue of *All Hands*. I detached from the Administrative Support Unit (ASU) Bahrain in December, 1990, and have kept an interest in the build-up that occurred after I left and the subsequent employment of the assets. I wish it had been pointed out that harbor security did exist in the Persian Gulf before the arrival of PSU 302, MIUWU 202, and the EOD detachment.

The ASU Bahrain has operated a Harbor Security Unit around the Mina Sulman port complex in Bahrain since October 1990. In the early phases of *Desert Storm*, this unit drew up contingencies that included providing a measure of security at Al Jubayl and Ad Dammam. When the EOD, PSU, and MIUWU arrived in theater, they all received their initial orientation and a great deal of assistance from the ASU and the Harbor Security Unit.

—CDR Thomas G. Chulski
Jacksonville, Fla.

Turbulence in the skies

In your May 1991 issue, an article entitled "USS *William C. Lawe*, A look back," the Grumman TBF-1 *Avenger* was identified as the plane flown by Torpedo Squadron 8. In June 1942, Torpedo Squadron 8 flew Douglas TBD-1 *Devastators*.

—BTCS(SW) L. Keefe
Fleet Training Center, Norfolk

• *You are right in the sense that Torpedo Squadron 8 (VT 8) flew TBD-1s in 1942. However, Lawe was assigned to a part of VT 8 which received the new Grumman TBF-1* Avenger *torpedo plane. This detachment from VT 8 temporarily left the carrier* Hornet *(CV 8) to train in the TBFs. They eventually arrived at Luke Field, Hawaii, for final training prior to rejoining their squadron mates in* Hornet. *— ed.*

Money matters

The article entitled "Going bankrupt" published in the June 1991, Number 891 edition of *All Hands Magazine*, contained the following incorrect statement: "However, since no directive instructs individual sailors that they must tell their commands if they file bankruptcy. . . "

The Department of the Navy Information and Personnel Security Program Regulation OpNav Instruction 5510.1H, Chapter 22, paragraph 22-8 addresses continuous evaluation of eligibility for access to classified information and not only levies a reporting requirement on supervisors and co-workers, but also requires individuals to self-report any significant personnel security information.

Significant personnel security factors which require report are identified in Exhibit 21K of OpNavInst 5510.1H as "Excessive indebtedness, bad checks, financial difficulties or irresponsibility, unexplained affluence, bankruptcy or evidence of living beyond the individual's means."

Because it failed to identify bankruptcy as a personnel security factor which must be reported and OpNavInst 5510.1H as the governing regulation the article is misleading and this omission should be brought to the attention of your readers.

OpNavInst 5510.1H is distributed to all ships and stations and is available through the command security manager.

—R.R. Gorena
Office of the CNO, Assistant for
Information and Personnel Security

Read between the lines

Your recent July issue of *All Hands* covered extensively the mine clearing operations off the coast of Kuwait during and after Operation *Desert Storm*, however, J01 Gawlowicz failed to mention that USS *Raleigh* (LPD 1) was there before USS *New Orleans* (LPH 11) and provided combat helo support during the actual ground war. USS *New Orleans* arrived shortly after the cease-fire went into effect. The more correct chronology of the mine countermeasures operation should have included the fact that USS *La Salle* (AGF 3) was the MCM support platform and USS *Raleigh* (LPD 1) provided the helo combat air patrols/support of the mine clearing efforts. Embarked on USS *Raleigh* were six USMC AH-1 *Cobras* from HMLA 269.

Mail Buoy

After USS *Tripoli* (LPH 10) and USS *Princeton* (CG 59) suffered mine damage, USS *Raleigh* and USS *La Salle* responded to short fused tasking and proceeded into the area known as the battleship fire support area to continue the MCM support to which USS *Tripoli* had been assigned. Operating with USS *Adroit* (MSO 509), USS *Leader* (MSO 490), USS *Impervious* (MSO 449), and USS *Avenger* (MCM 1), USS *Raleigh* provided continuous alert five status at night. During daylight hours, USS *Raleigh*'s flight deck kept the attack helos airborne, intercepting surface contacts and providing a shield for HM 14's *Sea Stallions* while they cleared the fire support area to support the ground offensive. The *Cobras* from HMLA 269 frequently flew the coastal areas in search of targets on the ground, and provided the surface ships in the area with a quick strike capability if needed.

Following the cease fire, HMLA 269 provided the same mission during the EPW evacuation of Faylaka Island. USS *Raleigh*'s role was a key one in the mine countermeasures effort off the coast of Kuwait. USS *Raleigh* had been assigned to the amphibious task force which was operating in the Arabian Gulf throughout *Desert Storm*. The 28 year-old amphib has deployed to the Persian Gulf three times in recent years, each time for missions other than amphibious warfare. It is a testimony to the versatility of the Landing Platform Dock class ship of which USS *Raleigh* was the first. Most importantly, it is a tribute to superb crews willing to undertake the unexpected at any time with expected results. During *Desert Storm* the crew of USS *Raleigh* accomplished their mission in the most professional way. The account of USS *Raleigh* and her crew needs to be told.

—R.J. McCarthy
Commanding Officer
USS *Raleigh* (LPD 1)

Reunions

• **Rice Institute/University NROTC and V-12 Alumni Association** — 50th Anniversar[illegible] ENS Egan or ENS Steenman at [illegible]

• **USS Furse (DDR 82)** — Reunion Nov. 2, Charleston, S.C. Contact Carlisle Coleman, P.O. Box 53394, Atlanta, Ga. 30305; telephone (404) 237-9752.

• **USS Brush (DD 745)** — Reunion Nov. 4-7, Norfolk. Contact Quenton Miller, 309 Fayette Davis Ave., Cleveland, Miss. 38732; telephone (601) 843-5572.

• **Carrier Air Group 16 (World War II)** — Reunion Nov. 6-10, Pensacola, Fla. Contact W.J. Ruefle, 3837 W. Madura Road, Gulf Breeze, Fla. 32561; telephone (904) 932-9168.

• **VPB 20 (World War II)** — Reunion Nov. 7-9, Pensacola, Fla. Contact B. Leonard, 4628 Peoples Township Road, Pittsburgh, Pa. 15237; telephone (412) 821-2544.

• **Air Naval Gunfire Liaison Company (ANGLiCo) Association** — Reunion Nov. 9-11, Washington, D.C. Contact Jack Summerfield Jr., Rural Delivery No. 6, Box 376, Indian, Pa. 15701; telephone (412) 463-3215.

• **USS Ardent (AM 340)** — Reunion Nov. 16, Sturgeon Bay, Wis. Contact Al Casper, 2536 W. Warnimont Ave. 205, Milwaukee, Wis., 53221; telephone (414) 281-2908.

• **USS Ashland (LSD 1/48)** — Reunion November 1991, New Orleans. Contact Milton Ferguson, 1540 E. Moore Road, Hillsdale, Mich. 49242; telephone (517) 437-7205.

• **USS Pitt (APA 223)** — Reunion fall 1991. Contact George E. Langr, 17 W. Maine St., Johnstown, N.Y. 12095.

• **USS Whiteside (AKA 90)** — Reunion fall 1991. Contact T.R. "Pop" Akers, 1305 Bush Blvd., Birmingham, Ala. 35208; telephone (205) 787-2857.

• **International PBY (Catalina) Association** — 50th Anniversary Dec. 2-8, Pearl Harbor. Contact James P. Thompson, 1510 Kabel Drive, New Orleans, La. 70131; telephone (504) 392-1227.

• **USS Nassau (CVE 16)** — Reunion Dec. 4-11, Honolulu, Hawaii. Contact Sam A. Moore, 10320 Calimesa Blvd., Space 221, Calimesa, Calif. 92320; telephone (714) 795-6070.

• **USS Washington (BB 56)** — Reunion Dec. 6-9, Charleston, S.C. Contact John A. Brown, Box 13047, Columbus, Ohio 43213-0047; telephone (614) 237-6775.

• **USS Notable (MSO 460)** — Reunion December 1991, Hickory, N.C. Contact Larry Eckard, P.O. Box 5145, Hickory, N.C. 28603; telephone (704) 256-6274.

• **Medical Department, Naval Amphibious Base, Coronado (1969-72)** — Reunion proposed. Contact Mark Houston, 3213 W. 16th, Eugene, Ore. 97402-3189; telephone (503) 485-8376.

• **LST 120 (World War II)** — Reunion proposed. Contact John McDonough, 27141 Driftwood Drive, Bonita Springs, Fla. 33923

• **USS Little (DD 803/APD 4)** — Reunion proposed, Orlando, Fla. Contact Frank Whall, 50 Maple St., Norfolk, Mass. 02056.

• **GCA Personnel** — Reunion proposed. Contact Al Struck, 535 Silverglen Lane, Bremerton, Wash. 98310; telephone (206) 698-2282.

• **FASRON 113** — Reunion proposed. Contact Robert J. Velotta, 4106 Dartford Road, South Euclid, Ohio 44121; telephone (216) 692-3104.

• **USS Ault (DD 698)** — Reunion proposed. Contact Mike Lind, Rural Route 1, Box 146, Polk, Neb. 68654.

• **USS Hector (AR 7) (World War II)** — Reunion proposed. Contact John Abbott, Route 8, Box 34-8, Amarillo, Texas 79118; telephone (806) 622-0516.

• **USS Macon (CA 132)** — Reunion proposed, Boston. Contact John Amicone, 588 Gallivan Blvd., Dorchester, Mass. 02124; telephone (617) 436-7202.

• **USS Stevenson (DD 645)** — Reunion proposed. Contact Frank J. Kmiec, 66 Chadwick St., North Andover, Mass. 01845.

• **Whiting Field** — Reunion proposed, Pensacola, Fla. Contact Ty Boutwell, 519 Lakeshore Drive, Monroe, La. 71203; telephone (318) 343-8433.

• **VT 22, NAS Kingsville, Texas (1967-70)** — Reunion proposed. Contact Galen A. Wiser, 920 Sherman St., Wayne, Neb. 68787; telephone (402) 375-4855.

• **USS Crittenden (APA 77)** — Reunion proposed. Contact Ed Langlois, P.O. Box 161 - DTS, Portland, Maine 04112; telephone (207) 773-7670.

• **USS Saint Paul (CA 73) Association** — Reunion proposed. Contact J.D. Guarnere, 189 Hilldale Drive, Nederland, Texas 77627.

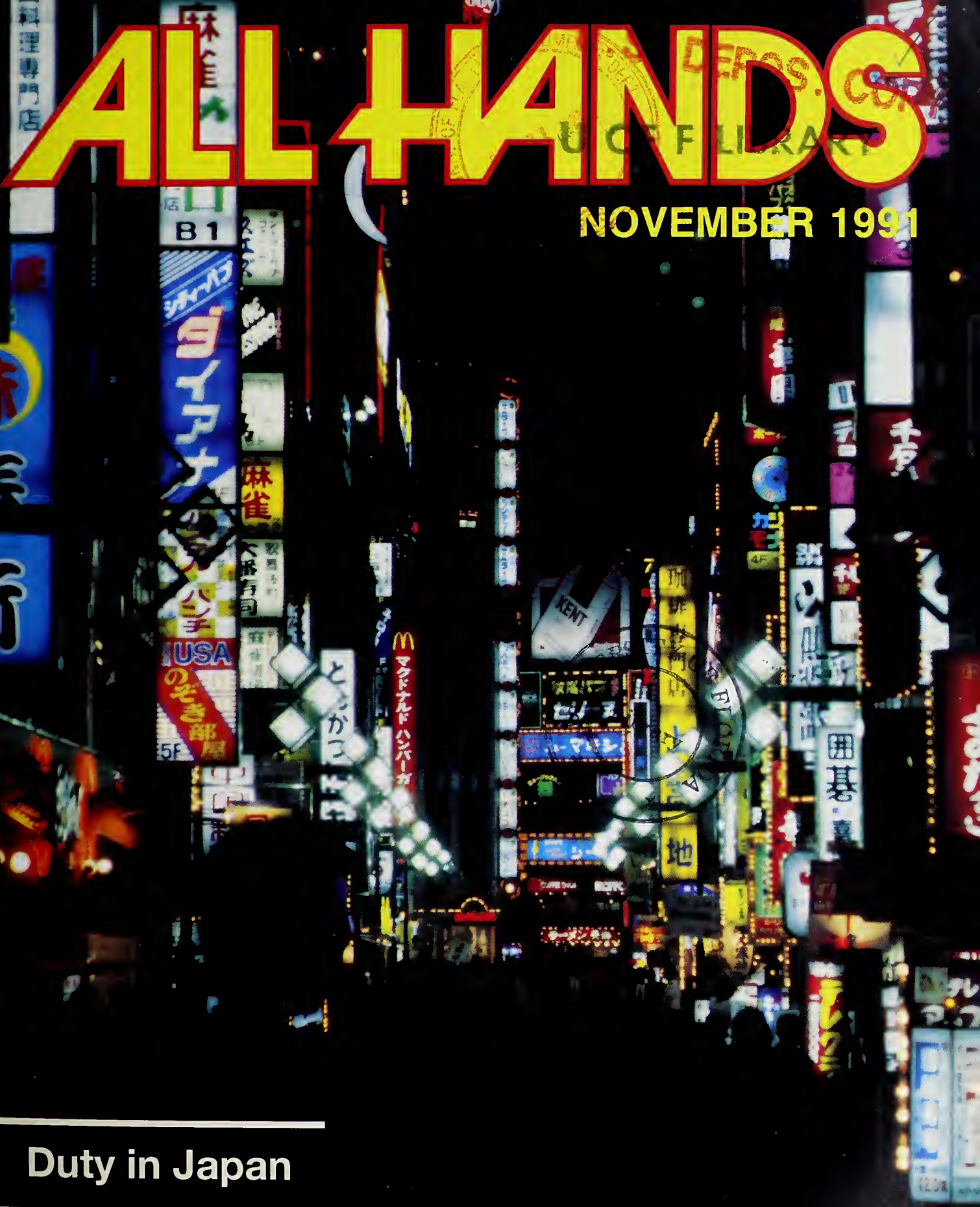
• **USS Hart (DD 594) (World War II)** — Reunion proposed. Contact John A. Brawdy, 6418 Helen St., Library, Pa. 15129.

• **USS Sylvania (AFS 2) (1965-69)** — Reunion proposed. Contact John D. Pierce, 6631 Halloway Lane, Lansing, Mich. 48917.

• **USS Juneau (LPD 10) (July 1969 - November 1972)** — Reunion proposed. Contact Laverne Josey, 1094 Stillwell Ave., San Diego, Calif. 92114; telephone (619) 262-4651.

A dental officer aboard the nuclear-powered aircraft carrier USS *Theodore Roosevelt* (CVN 71) inspects a set of false teeth. Photo by PH2 Michael Dale.

Arleigh Burke • Page 30



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ALL HANDS

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NOVEMBER 1991 — NUMBER 896
69TH YEAR OF PUBLICATION

Photo by JO3 J. Vincent Dickens

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Front Cover: Tokyo's *Ginza* entertainment district at night looks like New York City with bright lights advertising the bars, hotels, theaters, cafes and restaurants jammed into some of the most expensive real estate in the world. See story Page 24. Photo by PH2 Dwayne Newton.

Back Cover: Herons are just one type of waterfowl that enjoys the richness of wetlands. See story Page 29. Photo courtesy of the U.S. Fish and Wildlife Service.

News You Can Use

Family support matters

Relief Society offers education assistance

The Navy-Marine Corps Relief Society (NMCRS) has two new programs that offer children of active-duty sailors and Marines financial assistance for education.

NMCRS and United Student Aids (USA) Funds Inc., completed an agreement to launch programs that provide grants and interest-free loans for undergraduate education.

Funding for these education programs is provided by the Society, while USA Funds administers the programs under its Help America Learn program.

USA Funds is a nationwide financial services corporation specializing in education credit and has been working with the Society on other programs since 1980.

Under the Society's Education Grant program a grant of $2,000 per academic year is awarded to qualifying students.

Under the Parent Education Loan program, service members may qualify for a loan of up to $3,000 per academic year — to be repaid by allotment. Both programs are available for the 1992/93 school year.

For information or applications, write NMCRS Headquarters, Education Department, 801 North Randolph Street, Suite 1228, Arlington, Va. 22203-1989. □

On the hill

Congress passes benefit increases for sailors

The Defense Authorization Bills passed by the House of Representatives and the Senate agree on key personnel programs benefiting Navy men and women.

"There's a lot of good news for sailors in this legislation," said VADM Mike Boorda, Chief of Naval Personnel. "For example, both the Senate and the House have agreed to a 4.2 percent pay raise for all Navy people in January."

Congress also supported fully the Navy's request for the Selective Reenlistment Bonus (SRB) program and bonuses for officers with special skills.

The House and Senate agreed to make permanent several benefit increases that were prompted by Operation *Desert Shield/Storm*, including Family Separation Pay (increased to $75 per month), Imminent Danger Pay (increased to $150 per month) and Death Gratuity Payment (doubling to $6,000).

Perhaps most important to Navy people is that Congress "validated the Navy's approach to downsizing," according to Boorda. "They agreed with the reduction strategies that the Navy is following — that is, to totally avoid involuntary separations for career people." □

Air discounts extended

Some major airlines have extended their "*Desert Storm* Thank You" fares until Dec. 15, 1991. Discounts can be as high as 70 percent off regular fares. The fares were originally offered to reward military personnel for participation in Operation *Desert Storm*.

Discounts are offered to active-duty, activated National Guard and reserve personnel and their immediate family members. Ask for special rates when making reservations. □

Duty preference

Enlisted Duty Preference forms (NavPers 1306/63 Revised 7841, NSN 01-06/LF/ 0013/0916) should be submitted well in advance of your projected rotation date (PRD). Timely submission helps you and your detailer make efficient use of the assignment system.

As your PRD approaches, you and your detailer know that options will be limited by the billets available and their priorities. □

Navy to move nukes

President Bush announced initiatives affecting the entire spectrum of U.S. nuclear weapons Sept. 27 during a 20-minute televised address. His address called upon the Soviet Union to match the most dramatic U.S. nuclear arms reductions proposed since the Cold War began.

President Bush noted that leaders in Moscow and the Soviet republics are questioning the need for a huge nuclear arsenal. "We have an unparalleled opportunity to change the nuclear posture of both the U.S. and the Soviet Union," Bush said.

During the announcement, Bush stated that he had:

- Ordered the withdrawal of all ground-based, short-range nuclear weapons, most of which are in Europe.
- Ordered the removal of all tactical nuclear weapons, including nuclear cruise missiles, from U.S. surface ships and attack submarines, as well as removal of nuclear weapons from land-based naval aircraft. This would include 300 to 400 nuclear-tipped *Tomahawk* cruise missiles in the U.S. arsenal, 100 of which are at sea.
- Lifted the alert status on strategic bombers and long-range *Minuteman II* missiles.
- Terminated plans to put long-range MX missiles on rails and production of a mobile *Midgetman* missile.
- Canceled a program for a short-range nuclear attack missile replacement.
- Continued support for the B-2 bomber and Strategic Defense Initiative.
- Proposed a new single strategic command, combining separate Navy and Air Force control of nuclear weapons.
- Proposed a U.S.-Soviet agreement to defend against ballistic missile attacks, designed primarily for defense against terrorists and Third World powers, such as Iraq.
- Proposed talks with the Soviet Union to "explore cooperation on nuclear command and control; warhead security and safety; and safe and environmentally responsible storage, transportation, dismantling and destruction."

Bush called on the Soviets to join the United States in taking immediate steps to match these initiatives. □

Risky business

A look at Navy high-risk training

Story by LTJG John M. Wallach, photos by Brenda R. Welch

Photo by Ray E. Smith

A shipmate is in trouble.

Somewhere in the vast nighttime darkness of the Indian Ocean, he bobs over the crests and through the valleys of the 10-foot seas. Sporadic floating debris and the smell of jet fuel are the only remaining indications of his ill-fated fighter. The rhythmic pulsing of the strobe affixed to his helmet lights up the rainy night for the briefest of instants. He is cold and scared. The salt water stings the cut above his right eye. He thinks of his family.

Twenty miles away, a 19-year-old petty officer sits pensively on the stretcher-type bench that runs the length of the rescue helicopter's fuselage. He checks and rechecks his rescue swimmer gear and grapples with a pair of fins. He doesn't know the pilot fighting for his life on the sea below, but he knows it is up to him to see that the aviator is returned safely to his ship. The sailor tugs at the tight band of his wetsuit that pinches his biceps as the helo banks hard left, making a course for the pilot's last known position.

The crew members scan the choppy waters for signs of life as the helicopter approaches the crash site. Through the driving rain, the flash of the strobe is barely visible. The helo settles into a hover above the downed aviator. Dangling his flip

Under the watchful eye of an instructor, water survival students, blindfolded by special goggles, grope their way out of the helicopter dunker trainer.

Photo by Ray E. Smith

Left: A water survival instructor helps a student free himself from the parachute disentanglement trainer. Above: A Rescue Swimmer School instructor demonstrates how to escape the clutches of a panicked drowning victim.

pered feet out the starboard doorway, the rescue swimmer secures his mask and snorkel and takes a deep breath as he is lowered into the waves.

He is submerged for a brief moment, then surfaces. Above, powerful rotors create a violent storm of wind and water, reducing visibility to inches. The salt spray feels like icy needles against the swimmer's face as he struggles through the monstrous swells toward the flashing distress beacon. In his mind, he runs through the rescue procedures he has practiced so many times in training.

The pilot is exhausted, relieved and panicked all at once. He lunges for the relative safety of the rescue swimmer. With a deft motion, the petty officer blocks the pilot's attempt, pushes him away and calmly, yet forcefully, tells him to relax and follow all instructions. The distraught pilot reluctantly obeys, and the swimmer tows him through the turbulent seas to a waiting rescue hook. After ensuring his charge is safely secured, the sailor secures himself, and the two are winched up to safety together.

Fortunately, situations like this one are rare. But the Navy is a risky business and, like those in the example, many jobs in the Navy contain an inherent element of danger. You don't have to look far to find one — naval aviators, aircrewmen, SEAL teams, rescue swimmers, divers — they all put their lives on the line with each new mission.

Operational safety starts in the training environment, where sailors are given the mental and physical tools they need to perform their missions safely and effectively in the fleet.

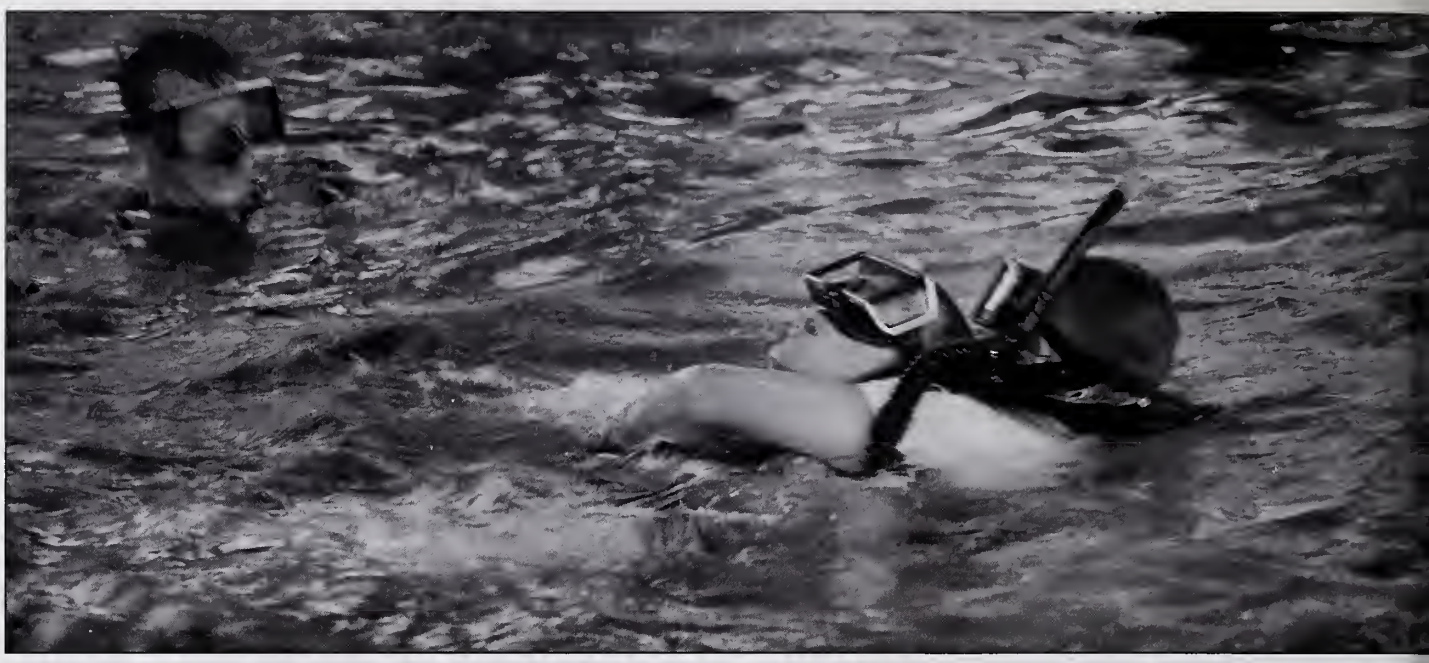
It only makes sense that the training for a dangerous job should contain some element of risk. But how much risk is too much, and how much is not enough?

Should flight instructors go so far as to jam the landing gear on their students' aircraft so they can experience firsthand the effects of a wheels-up landing? Conversely, should the Navy simply eliminate all risk in the training environment by giving its damage controlmen a workbook, a videotape and a handshake before sending them off to a ship?

These answers are obvious, but a narrower definition of an acceptable level of risk is much more elusive.

The logical place to look at risk in the training environment is at Naval Air Station (NAS) Pensacola, Fla., where 27 of the Navy's 147 "high-risk" courses are conducted.

"In a high-risk area, everybody has to be trained to the maximum and psychologically prepared 100 percent of the time every day," says Chief of Naval Education and Training (CNET) VADM Jack Fetterman. "If the requirement is there to train, whether it be airborne, below the water or on the water, then the problem is doing it so that you have zero accidents. That's the goal; that's where you always want to go."



Above: A Rescue Swimmer School student practices towing a classmate to safety. Below: A water survival student begins his descent down the "slide for life." The device simulates a parachute water entry.

From his headquarters at NAS Pensacola, Fetterman and the CNET staff oversee the Navy's 3,200-plus shore-based training courses.

A relative newcomer to the job, Fetterman had been at his desk a mere four months when the General Accounting Office (GAO) released its second assessment in three years of the safety of the Navy's training program, "Navy Training Safety: High-Risk Training Can Be Safer."

The report re-examined safety concerns brought out in the GAO's March 1989 study, sparked by the 1988 death of Airman Recruit Lee Mirecki at the Rescue Swimmer School (RSS) at NAS Pensacola, a high-risk course.

The recent GAO study found that although some weaknesses still existed in the Navy's administration of its high-risk training programs, significant progress had been made.

"I think it was a good report," Fetterman says. "There are things to be done, but there are things that are always going to have to be done. You're never going to see a GAO report that says, 'training is perfect — next subject.'"

Less than a mile from Fetterman's office, the Navy's training safety policies are hard at work at the RSS. The sign above the door reads, "So others may live."

Behind a glass wall that spans the length of the second deck, Marine Corps Major Robert McDavid, RSS division officer, is afforded a panoramic view of his waterborne charges in the pool below.

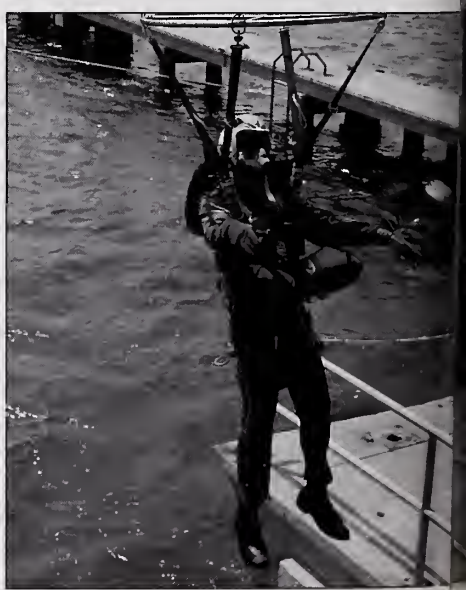
"Safety is the number one concern at this school, and they know that," he says, gesturing to his students and instructors as they work through a series of lifesaving drills. "If you can't provide the students a safe training environment, you can't train them."

McDavid's safety philosophy for his instructors and students is simple, straightforward and followed to the letter: If there is a doubt, there is no doubt.

"There is a risk involved in any part of military training, and that's just part of the job," McDavid says, pointing out that risks in training are designed to help the student survive in an operational situation. "The risk is minimized by qualified people. We have some of the most qualified instructors in the Navy. They are dedicated to their job, they know their job, and they are screened before they get here."

But despite the unrelenting emphasis on safety, both for the students and instructors at the RSS, the atmosphere on the pool deck is anything but cordial. The training is demanding — mentally and physically. At the RSS, safety is not to be confused with softness.

In the pool, a young airman has taken a training time-out, a policy which gives a student the right to stop an exercise for safety reasons. He stands at rigid attention, nervously clutching his mask and fins as he explains the situation to Senior Chief Aviation Machinist's Mate Chris Mitchell, the senior instructor at the RSS. "Yes, senior chief!" and "Aye aye, senior chief!" echo off the



tile that covers the walls and floor of the training tank. It is the first time-out the student has taken during his training. Mitchell is understanding but firm.

McDavid watches with interest and concern as the events unfold below. "There's no training time-out in the middle of the night in the Indian Ocean," he explains.

"We expect our students to put out 110 percent," Mitchell adds, reflecting on the incident. "To be a rescue swimmer, you have to be aggressive and have your wits about you. [The RSS instructors] identify any character flaws before that sailor gets to the fleet. He has to be an asset — not a liability. We not only train [the students] to be the best rescue swimmers, we train them to be the best sailors.

"It takes a disciplined sailor to jump out into a sea state of five at night," Mitchell continues. "That's what high risk is all about. Our training has to develop an environment that gives the student an idea of how serious his job is."

The four students catching their breath on the metal bleachers at the end of the pool are finding out just how serious the training is.

"They expect a lot out of you here, but safety is always the number one priority," Airman Brigham Woodward says between breaths. "[The instructors] have to prepare us for the worst because in the fleet, we're responsible for saving lives."

But although the Navy has gone to great lengths to make training as safe as possible, McDavid is quick to warn that there is a limit. He cautions against eliminating all risk from Navy high-risk training courses, explaining that such drastic measures would jeopardize a sailor's ability to perform his mission.

"In order for a student to feel that he's qualified, he must have a sense of confidence and accomplishment," he explains. "You can only [reduce the amount of risk] so far to the point where he no longer feels there is a sense of accomplishment, that there is no work, no dedication and

A rescue swimmer class gets a well-deserved breather as two instructors prepare for the next series of drills.

On Pensacola Bay, a student leaps from the bow of a para-sail barge. Once at altitude, he will release himself from the tow rope and drift earthward, completing his water-entry checklist on the way down. Opposite page: A student naval aviator practices emergency procedures in a flight simulator.

no effort required. At that point, you begin to compromise [the sailor's] qualifications."

Down the road from the RSS, a group of six enlisted aircrew candidates is having a go at the helicopter dunker, a training device designed to teach students how to exit a helo after a ditching.

The sailors climb into the large steel cylinder suspended a few feet above a deep pool. At their instructor's command, they take their seats on benches and strap themselves in.

Without warning, the dunker drops to the surface of the pool with a thundering crash, rotates 90 degrees and begins to sink. The students take a last deep breath as the water creeps up to neck level. They are instructed not to move until the dunker's motion stops, but a few already have poised shaky hands above the release buckles of their harnesses.

After freeing themselves, they scramble for the dunker's side door, which now, with the trainer on its side, leads directly down toward the bottom of the pool. By the way, they are all blindfolded with special goggles. You can't always schedule your helo crashes in the daytime, instructors tell their curious students.

Like many of the survival training devices enlisted aircrew candidates tackle during their training, the helo dunker contains an element of risk. But according to LCDR James Salamon, Naval Aircrew Candidate School division officer, it is a controlled risk and a necessary risk.

"We have to train like we fight," Salamon explains, citing the helicopter dunker as an example. "It could be a very hazardous machine if not used properly. But the first time you experience a similar situation at night, and you're flipped upside down in a UH-46 after going into the water, you would probably survive. Having experienced it through training, you learn to control your emotions and fears and do the proper procedures."

Salamon's philosophy of giving students experience through emergency simulators like the dunker are also espoused by the Naval Aviation Schools command staff. "We make the training as realistic as possible," says Aircrew Survival Equipmentman 2nd Class Alan Lee, a water survival instructor. "All evolutions are safe — all areas are covered." Lee is confident in explaining why he feels risks during training need to be commensurate with those in operational situations. "Books don't put [the students] in a realistic environment," he says.

Off the air station's coast, more than 20,000 feet above the Gulf of Mexico, some of the Navy's fledgling aviators are testing their wings. Under the close tutelage of their flight instructors, they put the T-2C *Buckeye* trainer jets through their paces.

"Show me a spin," the instructor orders. Without hesitation, his student sends the jet corkscrewing toward the earth.

The small island serving as the

student's point of reference passes by the canopy once, twice and the student recovers the aircraft.

Further inland, another student surges forward in her seat as the instructor pulls the throttle back and informs her that she has a simulated power loss. Quickly and carefully she runs through her emergency procedures, which include finding a suitable landing site, and guides her plane toward the plowed field she has chosen. When the instructor is satisfied with her performance in the maneuver, he takes the controls, powers up the jet and takes it up to altitude for yet another simulated emergency.

In flight training, the risk during maneuvers like these is very real. But students and instructors alike will attest that exposure to this type of controlled risk is safe and vital to their training.

CDR Pat Twomey, executive officer for NAS Pensacola-based Training Squadron 4 (VT 4), has been flying for nearly two decades. He explains how risk, as an integral part of Navy flight training, makes a better aviator.

"In a spin, we show [the students] what the aircraft is like out of control," he says. "They get first-hand experience in one of the worst situations a pilot can encounter. It builds confidence by showing them they can recover the aircraft — established safety procedures work."

And while the training is risky, students generally say they feel safety is paramount. They trust their instructors to maintain the integrity of each training flight.

"You never get the chance to forget about safety," says ENS Susie Merriman, a VT 4 student. "The instructors know exactly when something has gone too far. They let you go to a certain point, and if they feel uncomfortable, they take the controls. But," she warns, "if they take over too soon, you're not learning."

"We know it's dangerous," VT 4 student LTJG Rich Huntley says of his chosen profession. "That gives me more incentive to study. I am confident safety is [the instructors'] top priority. When I go up for my solo, I will be prepared because they checked me."

There is always going to be a certain amount of danger in the way the Navy does business; it comes with the job. And as long as there are dangerous jobs, there will be high-risk training for those jobs. For the most part, students and instructors are aware of the risk they face in training, but they regard it as a valuable tool rather than as a threat to their safety.

Facing risk teaches attention to detail; it's what makes the diver check his gear that extra time. Experiencing risk provides knowledge; it's what allows the flight student to recognize the onset of a stall. Overcoming risk builds confidence; it's what gives the rescue swimmer the mental toughness to jump into 10-foot seas to save a shipmate.

And that's what it's all about. □

Wallach is director, print media division, Navy Internal Relations. Welch is a public affairs specialist assigned to CNET.

U.S. Navy photo

Horror on the high seas

America *rescues three stranded by hurricane*

Story by Ann V. Bollinger

Two men and a pregnant woman who lost their sailboat to Hurricane Bob spent 11 harrowing days adrift in a life raft, surviving on seaweed and fish they managed to catch, one of the trio said.

Their dramatic rescue 80 miles off Cape May, N.J., Aug. 28 came just as their rubber raft was being surrounded by sharks.

The three survivors — their faces severely burned and their ankles swollen and bruised — spoke after arriving at New York City's Kennedy Airport aboard a Navy helicopter.

Edward Provost, 35, of Pawleys Island, S.C.; skipper Marc Dupauillion, 26, of Calabash, N.C.; and Allison Wilcox, 32, of Austin, Texas, had been on the raft from Aug. 18 until they were rescued. Their trip aboard a 38-foot sloop began Aug. 16 at Little River Inlet, S.C. They were scheduled to reach Newport, R.I., Aug. 21 and were reported missing Aug. 23 by the boat's owner.

The sloop battled 70 mph winds, 40-foot waves and a waterspout — a tornado at sea. The crew was forced to abandon ship — and then their six-foot rubber raft took a similar beating. They were tossed into the sea at least 15 times and lost all their provisions, said Provost. They survived by catching fish, telling each other stories and eating "a lot of seaweed," he said.

They could see helicopters looking for them, but their would-be rescuers did not spot them. "Finally," he said, "Four days ago we saw them all around us."

When they finally made contact, Provost said he thought to himself, "Well, it's about time."

U.S. Navy photo

U.S. Navy photo

The medical crew aboard USS *America* treated three civilian sailors rescued after they spent 11 days at sea in a life raft. Their sailboat capsized off the coast of New Jersey during Hurricane Bob.

Provost told how a helicopter crewman jumped into the shark-infested waters twice.

"The real hero is this guy," Provost said, pointing to Aviation Anti-submarine Warfare Operator 3rd Class Steve Doerner. "He dove into the water filled with sharks." At one point Dupauillion, who was unable to get the hoist around his waist, fell 15 feet back into the water as he was about to enter the helicopter.

Looking down, Doerner saw about a half dozen sharks swimming beneath the raft.

After rescuing Dupauillion, Doerner went back to get Wilcox.

"She couldn't move. She had no strength left. I knew the only way to get her out was to go in again."

Doerner, a slight 24-year-old, told reporters: "I tried not to think about the sharks. Yeah, they were there, but I thought 'this is my job. This is what I get paid for.' And I know that if I was down there I'd want somebody to come get me."

Wilcox, who was six months pregnant at the time of the rescue, considered the trip "the last chance she'd have to get away before the baby came," said her boyfriend, Steve Voorheis.

She looked emaciated and beaten as she was transferred from the helicopter to an ambulance.

The three were taken to Jamaica Hospital, where they were being treated for dehydration and salt overload. Wilcox's unborn baby is reported to be doing well.

Dupauillion waved as he passed reporters but did not stop to speak. He had one foot bandaged, the other swollen and large black spots on his skin from exposure.

The three work for a Florida boat-transport firm. □

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•*Editor's note: On Oct. 9, a naval aviator who participated in the saving of three lives during this brave rescue lost his own. LT Richard D. Calderon was killed when his SH-3* Sea King *helicopter went down in the Atlantic Ocean during a routine training mission. Also killed were LCDR Karl J. Wiegand, Aviation Antisubmarine Warfare Operator Second Class Karl J. Wicklund, and Aviation Antisubmarine Warfare Operator Third Class Vincent W. Bostwick. LT Calderon received the Navy Achievement Medal for his outstanding performance in the rescue.*

Photo by PH2 Kimberly Parish

Angels from the sea

Joint service "Sea Angels" comfort cyclone victims

As Operation *Desert Storm*'s impact subsided, homebound warriors aboard ships of the amphibious task force (ATF) turned their rudders hard left to help victims struck by another storm.

A devastating cyclone ravaged Bangladesh April 30, and subsequent battering by torrential rains and floods left hungry and disease-stricken Bangladeshis with little hope for survival. Nearly 140,000 people perished in the world's eighth-largest populated nation, leaving millions foraging the devastated coastal areas for food, water and shelter. President Bush answered Bangladesh's call for help without hesitation, forming a joint task force (JTF) under Marine Corps Major General Henry Stackpole to coordinate relief efforts.

More than 7,000 sailors aboard the eight ships of Amphibious Group 3 (PhibGru 3) and embarked Marines of the 5th Marine Expeditionary Brigade (MEB) arrived in the Bay of Bengal May 15. The ATF, diverted from its trip back to U.S. home ports after participating in Operations *Desert Shield/Storm* since Dec. 1, 1990, contributed helicopters and amphibious landing craft critical to the movement of relief supplies.

The first full day of Operation *Productive Effort* had U.S. Air Force C-130 transport aircraft moving relief supplies and equipment necessary to establish a JTF support site in Chittagong. Military Airlift Command C-5 and C-141 aircraft moved nearly 200,000 pounds of supplies from the capital city of Dhaka to Chittagong and remote locations along Bangladesh's storm-ravaged coast, while U.S. Army UH-60 *Blackhawk* helicopters provided reconnaissance and acted as key participants throughout the massive airlift.

PhibGru 3 Commander RADM Stephen B. Clarey positioned his ships about 15 miles offshore as Marine Corps Brigadier General Peter J. Rowe readied his 5th MEB leathernecks to support the effort from the sea.

Photo by JO3 J. Vincent Dickens

Bangladeshis unload 450 bags of rice provided by the CARE organization and airlifted by Marine Corps CH-46s to devastated areas of the country. Opposite page: Curious Bangladesh islanders gather around an "American wind machine" used by the "angels from the sea" to transport relief supplies.

"We used our ships, Marines, helicopters and landing craft for freedom in the Arabian Gulf, and now we are using them for humanity," Clarey said aboard his flagship, USS *Tarawa* (LHA 1).

The JTF's sea-based arm was joined by the maritime pre-positioning ship M/V *1st Lt. Jack Lummus* and fleet oiler USNS *Passumpsic* (T-AO 107), also outbound following duty in the Persian Gulf.

Upon arrival, the amphibious group began distributing food and supplies from CH-53D *Sea Stallion*s, CH-46E *Sea Knight*s and UH-1N *Huey* helicopters from Marine Aircraft Group 50, 5th MEB's aviation element.

Thousands of pounds of rice, water and medicine were brought into devastated areas, despite high winds and heavy seas. Survival kits of high-protein food bars, drinking water, tarps, candles and other necessities were passed to thousands as building supplies arrived for Seabees and Marines to construct shelters.

Marine aviators were also busy moving life-preserving supplies and materials to small islands and ferrying damage assessment teams to determine what supplies or relief efforts were needed. Kutubdia was the hardest hit island, with more than 50,000 people perishing in what residents called a "wall of fire."

"We saw some dead Iraqis during the war. We saw some in bad shape," Navy LT (Dr.) John Koella, assigned to 2nd Battalion, 11th Marines at Camp Pendleton, Calif., told reporters in Kutubdia. "But in the grand scheme of things, this is far worse — far more depressing. It's an uphill struggle in every way."

As Koella and his medical team worked to quell the spread of infection, the Navy-Marine Corps team made history May 16, when two air-cushioned landing craft (LCACs) from USS *Anchorage* (LSD 36) and USS *Mt. Vernon* (LSD 39) streaked ashore near Chittagong with 5th MEB Marines and equipment. Bangaldeshi villagers watched curiously as Marines led a stream of forklifts and highly-mobile, multi-wheeled vehicles (HMMVs) off the ramps of the "American wind ships" and onto the narrow road. USS *Juneau* (LPD 10) and other task force ships also launched utility landing craft (LCUs) in what resembled an all-out amphibious assault.

"It's an incredible feeling to land in an area which has been so devastated, knowing that we are carrying supplies that will help people survive," said Operations Specialist 2nd Class Tony Strickland, an LCAC navigator with Assault Craft Unit 5. "The people from the villages run to the landing zones by the thousands."

Flying over several offshore islands, Marines were greeted by natives waving empty baskets and bowls to indicate their lack of food. As the aircraft landed, helicopter crews leapt out to distribute lifesaving sacks of rice. This scene was repeated hundreds of times throughout the operation.

"I must thank all the people that have come to our country," said Bangladeshi Maj. Gen. Mahamud. "[U.S. Marines, sailors, soldiers and airmen] come as angels from the sea." Moved by this reaction to the U.S. response, U.S. commanders renamed the effort Operation *Sea Angel*.

Dark, rain-filled clouds failed to dampen the spirits of survivors in Patia as they made their way to meet the "angels from the sea." This particular group of angels, five members of a Navy medical civic action team, landed near the village to offer medical assistance. LT (Dr.) Charles Worrilow, a Navy doctor attached to the 5th MEB aboard USS *Vancouver* (LPD 2), said the cyclone contaminated all the area's fresh water sources.

Five Navy medical teams worked to establish aggressive preventive medicine programs to augment Bangladesh's medical capabilities. Entomologists of Navy Environmental and Preventive Medicine Unit 6, based in Pearl Harbor, tested shallow wells for any indications of insect-transmitted diseases.

Navy and Marine Corps technicians set up three water purification units near Chittagong May 17, each with a capacity to make nearly 9,000 gallons of fresh water from salt water each day. Hundreds of five-gallon cans were filled for transfer to waiting helicopters that airlifted the lifesaving liquid. LCACs, LCUs and "Mike" boats from task force ships, including those from the tank landing ships USS *Barbour County* (LST 1195) and USS *Frederick* (LST 1184), ferried pallets filled with cans of water to islands and coastal villages.

"We're going to envelop the effects of this disaster just like we'd envelop the enemy in a war," said CWO4 William Lange, fuels and water officer for the 3rd Marine Expeditionary Force based in Okinawa and project manager for the installation of the portable reverse-osmosis water purification units (ROWPUs) in the southern region of Cox's Bazaar.

Navy SEAL teams that had protected the task force during *Desert Storm* played a traditional role during *Sea Angel*, though without the usual combat goals. Their traditional mission — to establish landing zones for LCACs and LCUs during an amphibious assault — was extended to include moving equipment and supplies to Bangladesh villages. SEALs also worked with 5th MEB communications leathernecks to establish radio contact with task force ships and landing craft.

Photo by JO2 Roger Dutcher

Photo by PH2 Kimberly Parish

A Marine moves aluminum "siding" from an LCAC to a waiting truck for use in building shelters. Below: USS *Tarawa* nears Subic Bay, Philippines, following her deployment to the Persian Gulf and Bangladesh. *Tarawa* served as flagship for *Sea Angel*'s sea-based arm.

LT Tony O'Brien, embarked aboard *Vancouver*, said that although their *Sea Angel* role was nontraditional, task force SEALs had a good attitude about the effort. "Everyone wants to get Bangladesh mud on their boots."

After two weeks, sailors and Marines aboard the PhibGru 3 ships resumed their voyage home May 29. As the task force departed the Bay of Bengal, USS *St. Louis* (LKA 116) arrived to assist the 42 sailors and Marines and 82 Army personnel still on-station. During the operation, task force personnel had moved more than 4,500 tons of supplies during 1,700 helicopter and C-130 sorties and 46 landing craft missions.

As Operation *Sea Angel* drew to a close, it marked another chapter in the Navy-Marine Corps team's humanitarian history — once again proving itself as the best rapid-response weapon in the world's arsenal.

As Bangladesh slowly recovers from the shock of yet another massive devastation from Mother Nature, the spirit of these people — all too familiar with nature's wrath — helps them look ahead. On Sandwip Island, Amman Ali, a gray-haired farmer, looked at the salt-saturated soil that surrounded his small hut.

"In a few months, we will farm again . . . the rice will grow," Ali said. "We will have food for ourselves." □

Story compiled from on-scene military journalists' reports, including Marine 2nd Lt. J. W. Disney, Marine Cpl. Sean Wright, Marine Lance Cpl. S. Michael Rummel, JOCS(SW) James Jones, JO2 Roger Dutcher, PH2 Kimberly Parish, JOSA Chad McKimson and Air Force Staff Sgt. Val Gempis.

"Service Supreme"

USS Samuel Gompers *tends Australian frigate*

Story by J03 Bryan M. Jessup, photos by PH3 Eric W. Christison

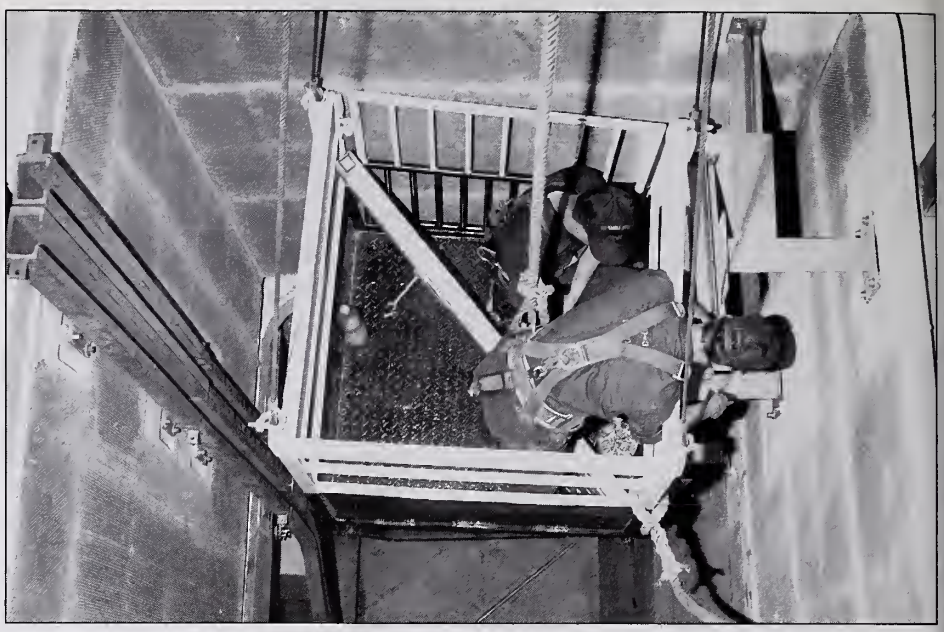
Flexibility, forward deployment and our capacity to offer more than routine repairs to forward-deployed units make for a mighty war machine. Add to that our ability to support joint operations and you have a winning punch. All these elements came together recently when USS *Samuel Gompers* (AD 37) helped rebuild the Royal Australian Navy guided-missile frigate HMAS *Darwin* (04) following a fire at sea that damaged one of the frigate's engines.

At approximately 8:00 a.m. July 20 *Darwin* was steaming through the Arabian Gulf. After participating in Operation *Desert Storm* with her sister ship, HMAS *Adelaide* (01), as part of the multinational maritime interception force, she was headed for Ash Shuaybah, Kuwait, to rendezvous with a ship she was assigned to escort.

Above: *Gompers* tends HMAS *Darwin* (center) and USS *Underwood* at Mina Sulman, Bahrain. Right: Working late into the night, riggers aboard *Gompers* help their Australian counterparts remove the LM-2500 gas turbine engine.

This Saturday morning, all was normal while passing through the mineswept channel. Then the ship's number-two gas turbine engine caught fire. The crew immediately went to "action stations," the Australian equivalent of general quarters.

Four minutes after the alarm was sounded, the fire was extinguished



GSE2 Gary W. Johnson and GSM3 Mike R. Tarbuck install the rails used to guide the engine through the escape trunk and out of the ship.

using an automatic halon system. The ship then dropped anchor to allow investigators time to figure out exactly what had happened and the extent of the damage.

"We discovered significant damage to the high-speed flexible coupling and the exhaust duct assembly," commented CDR Martyn Bell, *Darwin*'s commanding officer. "We needed to get these fixed so we could continue our mission. We wanted to get back out there as part of the multinational force."

According to Bell, Australian navy ships are usually repaired in commercial or naval shipyards in Australia. Of course, there wasn't an Australian repair facility in the area. So, after making sure everything was safe, *Darwin* set course for Mina Sulman, Bahrain, where she pulled alongside *Samuel Gompers* for repair.

Since *Darwin* is an American-built ship, *Gompers*' mechanics and electricians were familiar with the ship's design and the LM-2500 gas turbine engine. Repair department crews from *Gompers* worked extended hours removing the damaged engine and cleaning the engine compartment.

At the same time, the ship's logistics teams coordinated with their Australian counterparts to order the parts necessary for the repair, many of which are very specialized and had to be ordered from the United States as well as Australia.

The Australians were able to get the engine's power turbine, gas generator and high-speed coupling from their own supply system. The high-speed coupling shroud and exhaust duct were another matter. These very large parts were found in the United States and had to be flown in on a special flight.

"This was one of the worst high-speed coupling problems the U.S. Navy has had to deal with," said CDR Richard Schwarting, *Gompers* repair officer. "The job was even more difficult because of the extensive structural damage."

The Ship Repair Unit (SRU) Bahrain, a permanent U.S. Navy ship repair team stationed there, organized commercially-contracted repair work to fix the structural damage. "Between *Darwin*, *Gompers* and the SRU, everything came together and we were able to complete a job which would normally have been done in a shipyard," Schwarting said.

One week after *Darwin* pulled alongside, *Gompers* had to get underway to Jebel Ali, United Arab Emirates, for a scheduled tender availability. However, some repair parts hadn't arrived, and the new engine hadn't been installed. So, in the spirit of the ship's motto, "Service Supreme," the ship left six repair workers from the gas turbine shop aboard *Darwin* to finish the job they had started.

"*Gompers* has been the repair coordinator and provided us with a lot of technical expertise, manpower and the ready access to workshops and tools to ensure the job goes easily," Bell said. "We have been fortunate enough to take advantage of the very kind offer of *Gompers* to help us with our defects. Certainly they have worked extremely well in providing my ship with all of the support we need."

"Working on *Darwin* was a great experience for all concerned," Schwarting said, "especially the sailors in *Gompers*' gas turbine shop. They haven't had a chance to work on a job of this magnitude, especially on such short notice, in several years."

"I think it's very good for sailors from different navies around the world to get a chance to interact with each other, both professionally and socially. It merely underlines the close cooperative effort by the multinational forces since August of last year," Bell added, "and in my 20 years of experience in the Australian navy, this is the first time I've been outboard an American destroyer tender doing a job of this nature. It goes without saying, I don't think anyone in the world could speak highly enough about *Gompers*. It was very reassuring for me to know that I had access to a repair facility which is second to none." □

Jessup is assigned to the public affairs office, USS Samuel Gompers *(AD 37).*

Photo by PH3 John Demien

Duty in Japan

Pillar of peace

Story and photo by JOCS Bob Hansen

When most sailors think of the U.S. Navy in Japan, they first think of Yokosuka. It is right that they should, for the story of the naval power in Japan has, for the most part, been steeped in the history of the Yokosuka Naval Base.

When Japan broke out of its self-imposed isolation in 1854, one of its first acts was the purchase of a training ship and two warships which became the nucleus of the Imperial Japanese Navy.

However, these ships were purchased abroad, and it soon became apparent that, if their navy was to continue to expand, a shipyard would have to be constructed near Edo (now Tokyo). This shipyard would not only build new ships for the navy, but repair existing ships as well. Officials of the shogunate government then in power, approached the French Legation in 1864 for help in identifying sites for a shipyard.

Mr. Teiji Takemiya, who served in the Imperial Japanese Navy during World War II, began work at Yokosuka Naval Base shortly after the war ended. Takemiya, currently in charge of community relations for Commander, Fleet Activities Yokosuka, is considered Yokosuka's unofficial historian. "Yokosuka was selected for the shipyard because it resembled the French port of Toulon where the French navy was based," he said. This simplified the tasks facing the French designers.

The "Meiji Restoration" in 1868 marked a watershed in Japanese history. The shogunate was abolished, and the emperor moved into the shogun's former palace in Edo.

Work on naval facilities in Yokosuka continued and by 1871 the Yokosuka shipyard was established. The Imperial Japanese Navy began implementing plans for expansion following the victorious war with Russia in 1905.

Facilities at Yokosuka continued to expand along with Japanese military power in the years leading up to World War II. The buildings currently housing Commander, Naval Forces Japan and Commander, Fleet Activities Yokosuka were built during the 1920s as headquarters of the Imperial Japanese Navy's Yokosuka Naval District.

The statue of Japanese Admiral Hiehachiro Togo greets visitors to his former flagship, *Mikasa*, just outside Fleet Activities Yokosuka.

By 1941, Yokosuka Naval Base was known throughout the world as a major shipbuilding and repair yard. Hundreds of vessels, including aircraft carriers and battleships, were built or repaired there. During World War II, Yokosuka was a major linchpin in the Japanese effort, surprisingly suffering minimal damage from allied air attacks. In late 1943, as allied victories began to mount, construction began on air raid shelters within the famous Yokosuka caves.

After the war, the U.S. Navy took control of the base. Its strategic value was demonstrated during the Korean War when it was a forward staging area for American operations. After Korea, the Japanese Maritime Self-Defense Force was established, and, once again, a Japanese naval presence was found at Yokosuka.

Although the old headquarters buildings are still used, the rest of the base continues to be upgraded and expanded. Japan is now our ally, and relations between the two navies is a model of cooperation.

Yokosuka is still a favorite liberty port for sailors and a continuing symbol of our commitment to a strong national defense and freedom of the seas.

Hansen is assigned to Naval Reserve Public Affairs Center, Det. 220, San Francisco.

Photo by PH2 Dwayne Newton

"Ikebana *sensei*" Kenpoh Ohara demonstrates the fine art of *ikebana* flower arrangement to Sue Cashion and another Navy wife at the Yokosuka Community Center.

Cultures mesh

Story by JO1 Eugene Fleming

One Navy family has found its five-year tour of duty in Japan to be the thrill of a lifetime. When they arrived in 1986 with their 13-year-old son Ben, Yeoman 1st Class Jim Cashion and his wife, Sue, were amazed at the abundance of Japanese culture right at their front door in Yokosuka, Japan.

They have enjoyed Japan so much they elected to do back-to-back tours. Cashion, formerly assigned to USS *Midway* (CV 41), joined the aircraft carrier USS *Independence* (CV 62) when she replaced *Midway*. The Cashions have met and made many friends while here, such as master artisans Kenpoh and Tomeko Ohara, both ikebana *sensei*, or teachers, who have traveled internationally teaching the fine points of the ancient Japanese art of flower arrangement.

"It may take a little bit more time to go up to Tokyo, but it's a lot of fun, and you meet a lot of different people all the time," said Cashion.

Through their travels in Japan they soon discovered myriad ways to exchange ideas and share talents with their new friends. Jim and Sue soon found many lifelong friendships through their love of art, music and theater.

Cashion, a bonsai tree gardener, found his hobby suited to their cozy, two-bedroom apartment on base. "After all," he said, "a bonsai garden needs as much or more care as a regular garden. Bonsai gardens are very involved, quite rewarding but fit in smaller spaces."

Sue began teaching English, acting and singing. She also learned *Bon Odori* dancing. Soon, the Cashions were as immersed in learning about their hosts as the Japanese were in learning about them. "There are wonderful ways to get to know the language and the people," she said.

The Cashions discovered that the Japanese love to practice their English, and what better way to do so than with their students at the community center. In turn, the Oharas also shared some of their cultural interests.

The Ohara's traditional Japanese-style home is a stark contrast to the Cashion's high-rise. The Ohara home is more than 50 years old, but has been updated to provide comfortable, modern city living, with air conditioning and many other conveniences. Their walls display years of collecting precious ceramic mementos.

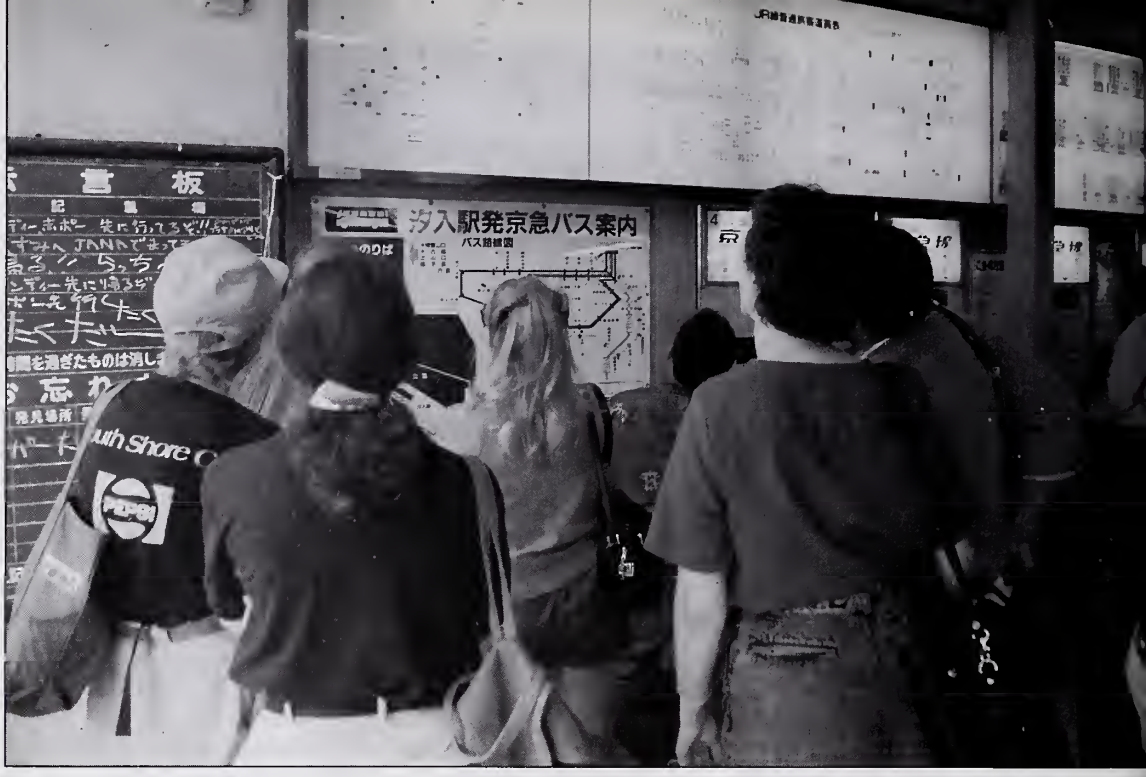
Quiet evenings find the Cashions and their friends sharing Kenpoh Ohara's favorite "foreign food" — Mexican. The spicy food is a favorite of both couples. "Mexico was my first visit abroad. I love the food very much," said Ohara.

Everyone agrees Sue's nachos and dip are a big hit along with the wine and sake, the traditional Japanese white rice wine.

Many Japanese people enjoy long hours of *kareoke* singing, where music is supplied, while you sing the words. With some background music and lyrics, almost anyone can be a star. The Cashions, however, don't stop at amateur singing — having appeared in many television productions while stationed here.

The cultural interests these two families share are wonderful symbols of family spirit that exist between the Japanese and Americans in Japan. If you have orders to Japan, prepare yourself for adventure — you are about to enter a time and place of mysteriously exotic sights, sounds and aromas which may overwhelm you. □

Fleming is assigned to Naval Reserve Public Affairs Center, Det. 220, San Francisco.



Life on the Japanese economy includes using one of the largest mass transit rail systems in the world. Here, passengers crowd around train maps mounted on a station wall near Yokosuka. Even though they are easy to see, most are not easy for Americans to read, as they are in *Kanji*, not English.

Living off base

Story by JO1 Barbara J. Lawless

Their neighbors speak only Japanese, and their television receives only Japanese stations. They walk barefoot on *tatami* mats and close their *shoji* (white opaque paper) screens for privacy. They manage without a car, commuting to separate jobs on trains, and they're excited about the chance to experience Japanese culture.

Fire Controlman 3rd Class Tom Dunn and his wife, Yvonne, live in a suburb of Yokosuka, only 35 minutes and a world away from Yokosuka Naval Base. But the Dunns are still very much American. They draw the line at sleeping on futons. "Anything else would be too much like camping out," said Yvonne. Their American couch fills the front room of their Japanese home. Too large for the narrow doorway, it had to be carried in through the window.

Bright, energetic and self-confident, the Dunns, both 21 and recently married, look forward to three years in Japan (the normal two-year tour is extended if a family member joins the service member).

Tom has served nearly three years in the Navy, graduating from "A" School at Great Lakes, Ill., and then serving in San Diego.

Assigned to USS *Hewitt* (DD 966), Tom said, "I like shipboard life; things run smoothly." He added, "But, I don't like being away from her."

For the Dunns, finding a place to live off-base was a major concern, but it turned out to be easier than expected. They got a list of English-speaking realtors from the Family Service Center (FSC) and looked at a few apartments. They moved in 10 days after Yvonne arrived. "I just had a good feeling about this place," said Yvonne.

Tom appreciates the Navy's help. "This base is a lot tighter," he said. "They treat you better than in the states."

The FSC sent a Japanese-speaking woman who introduced the Dunns to their neighbors. She also showed the Dunns how to use host-country appliances, such as the bathtub, kerosene heater and washing machine.

The bathtub consists of a water heater, a drain in the floor, a hand-held shower for soaping up and rinsing off and a small hot tub for soaking; but no bubbles. "It's great, especially in winter," said Tom.

The Navy supplied funds for an American stove to replace the small burners, an American refrigerator and a Japanese washing machine. Tom strapped the washer, smaller than an American-made washer, to a luggage carrier and transported it home on a train and up a hill.

Moving in cost them $2,400 (four months rent), but Tom received an advance on his allowances. For $600 a month they live in a small (about 800 square feet) one-bedroom Japanese-style apartment. Tom's allowances cover costs.

Japan is expensive, similar to other high cost-of-living areas such as Hawaii, San Francisco or New York. But

here, the Dunns feel safe. "The few times we left the house unlocked, we didn't worry about it," said Tom.

Yvonne teaches English part-time to 350 Japanese teenagers at a boys' school, though she has no degree in teaching. For her 11 one-hour classes she earns 160,000 yen a month ($1,200). She heard about the job through a friend and "decided I had to go for it. The Japanese like people who feel sure of themselves.

"Sometimes it's overwhelming, and I'm not sure what's expected of me," she said. "They gave me a textbook, but I can teach as I choose. I talk about holidays and American food, like pizza. The students are shy, but a few have stopped to talk to me."

Swedish is Yvonne's native tongue. Her parents moved back to Sweden when she was two, returning 10 years later to Utah, so she understands the challenges of learning English as a second language.

Both agree adjusting to the Japanese culture takes patience. "Sometimes I feel pushed out," said Tom. "It's just that the Japanese people are very reserved. However, once they're your friends, they're very loyal."

"You have to get out there, jump in the pool and swim."

Despite her enthusiasm for living in Japan, Yvonne also found herself facing culture shock shortly after she arrived.

"It happened after Tom left on his ship," said Yvonne. "It was winter, bad weather. I'm very friendly, but I couldn't speak to anyone. I was afraid to take the train. Everything was upside down. I was upset and didn't know why. Later I realized it was because I was newly married, in a new country, with a new culture and a new job." She stayed with a friend from church for a while.

The Dunns have advice for others new to Japan.

"You have to get out there, jump in the pool and swim," said Yvonne. "It's okay to feel upset, but you need to do something." Tom agreed. "Don't just sit on base or go to the club. There are so many places to go. If you're single, grab a friend, get out and go. If you're married, live on the economy. The FSC has maps and will help you plan a trip. You don't have to go far. We spent two hours just looking at the food in the grocery store." □

Lawless is assigned to the Naval Reserve Public Affairs Center, Det. 220, San Francisco.

Moving to Japan?

By LTJG Charlotte Wiggins

Going to Japan? Wondering what you'll do when you get there? Here are some quick tips:

- Get started by writing the Japan National Tourist Organization (JNTO) for a copy of *Economical Travel in Japan*, 360 Post St., Suite 401, San Francisco, Calif. 94108. The publication lists helpful hints on how to prepare for travel to Japan.
- "Easy going" is the Japanese motto for train travel. Trains are on time and comfortable. When contacting JNTO, ask for the current price of a Japan rail pass. A seven-day pass allows you to travel anywhere in Japan on the JR line, including the *Shinkansen* "bullet" train. Average cost is $200 depending on the exchange rate. Children travel for half-price. Buy it before you leave the United States.
- Have a bike? Bring it with you. Japanese cities are designed for bicycle traffic. It's an interesting and inexpensive way to get around.
- Plug it in and it should work. The electric current in Japan, both on- and off-base, is 100 volts (V) 50 or 60 (Hz) cycles. In the United States it's 110V, 60Hz. Microwave ovens, toasters, coffeemakers and hair appliances will all work on Japanese electricity. You may need to convert your record player/tape recorder. And keep an eye on your 60Hz electric clock.
- Save up. You're entitled to special allowances living in Japan. However, from the time you put in your paperwork, it could take up to three months before you see the extra money. Pay off bills and the car payment. Plan $3,500 for a comfortable nest egg.
- Stock up, particularly on your favorite shoes. Japanese feet are small. Navy Exchange selections are limited. Not sure what you'll need? Pack a copy of your favorite catalog.
- Plan ahead. Household goods shipments take an average of two months to arrive. In quarters on- and off-base, space is limited. Bring only what you need. Leave large furniture items in storage in the United States.
- *Yokoso*! That's "welcome" in Japanese. Learning a few basic words and phrases will make it easier for you to get around and meet your neighbors. Language tapes and phrase books make it easy to learn. □

Wiggins is a public affairs officer assigned to Naval Reserve Public Affairs Center, Det. 220, San Francisco.

An adventure in learning

Story by JO1 Eugene Fleming

American children in Japan need to prepare themselves for a once-in-a-lifetime opportunity. Not only will they explore the traditional educational opportunities available to family members of service personnel, they'll get a unique and challenging experience assimilating knowledge about the local culture. American children in Japan have the best of the old and the new.

Moving from place to place can be unsettling for some people, and it is very hard for most teens to enjoy the transient lifestyle of a military family. Like any other American boy, 13-year-old Ben Cashion says he would rather be riding a skateboard or playing video games with friends next door. Coming to Japan, however, has helped him conquer a problem thousands of skateboard jocks dread — math.

In Japan, *Kumon* math is taught at an early age, and it is almost distinctively Japanese. It is a slow progression of learning math, and it must be practiced daily. *Kumon* math has helped Ben and other children here learn the basics.

The use of the ancient *soroban* calculator, which is taught beginning in the third grade in Japanese schools, helps Department of Defense Dependent School (DoDDS) students excel in math far beyond what many students thought would be possible.

DoD school officials view these methods and the Japanese *senseis* who teach them to be miracle workers. And to support it, they point to test scores that show their schools routinely get higher scores than traditional American schools.

The schools encourage a strong relationship with the local culture and each year compete in the annual

soroban contest in Tokyo. The contest pits the most skilled users of this ancient calculator against other students from across Japan.

Alisha and Jennifer Duncan, 15 and 13 respectively, are both shining examples of the close cross-cultural relationship existing between the highly successful Japanese system and DoDD schools. The Duncans have many Japanese friends and both speak Japanese fluently.

Alisha, a bespectacled, aspiring aeronautical engineer, is this year's certified *soroban* champion. Jennifer, a former *soroban* champion, also shared second-place honors this year. Like many other Japanese students here, her studies won't stop after school work is done because she attends an off-base *soroban* class.

Both girls are very active in scouting, where they have made many friends through sister Japanese exchange programs and American chapters.

The competitive nature of Japanese schools, though, is a stark contrast to the friendly nature of American students, said their mom, Fumico Duncan. A native of Yokosuka, she points out that friendship in Japanese classes is an exception.

"In Japan, students don't help each other [study]," said

Photo by PH2 David Atkins

Left: Krista Paquin and HM3 Christopher W. Glaser, both students at the Far East division of the University of Maryland, go over an English assignment after class. Opposite page: Alisha and Jennifer Duncan show off their merit badges earned in scouting.

Fumico. "Friend is enemy," she emphasizes.

Though the Duncans will soon leave Japan for a tour of duty at Naval Air Station Whidbey Island, Wash., they have plans to move back here when their father retires.

Another family member who found and met the challenge of Japan is Krista L. Paquin, daughter of a chief warrant officer stationed here. "I thought coming to Japan would broaden my horizons a little bit more and give me what a lot of journalists, broadcast specialists and TV newscasters don't always get," says Paquin, an aspiring broadcaster, who is a sophomore at University of Maryland's (UM) Yokosuka campus.

Paquin, now 20, transferred from the University of Southern Maine, Portland, Maine, in 1989. She felt that she could continue her education and experience the rich culture and tradition of Japan that most students might never experience.

Although she could have opted to stay in Maine to finish college, the adventure of living and going to college in Japan lured her here. Her parents, of course, preferred that she come to Japan with them. It was a tough decision, she said. "I guess they are like most college students' parents. They want to make sure you do well and are happy," added Paquin.

"I felt I could learn a lot about the culture and language. It might not be something that is going to benefit me now, but I'm sure five years from now I'm going to be so glad I went," she said.

With all its ancient mystical appeal, Japan is a surprising study of the old yet it is somehow very futuristic. "Japan was nothing like I had imagined it to be. It really surprised me. I had an impression of the Japan which existed 400 years ago," said Paquin.

Like almost everything in Japan, because of the purchasing power of the yen, going to college — even at the on-base campus — is not exactly a bargain. Although military personnel receive up to 100 percent tuition assistance for off-duty education, their family members pay full tuition, approximately $250 per class per term. Terms last eight weeks, and there are five terms each year.

The traditional college experiences of fraternity parties, sororities and dormitory life are now only memories for Paquin.

"By missing those things, I am gaining much more because I'm doing something that most of those college kids won't do during their lifetime," she said.

Many of the classes at UM Yokosuka provide the "ultimate experience" rather than just lectures. "It's actually quite broad for being such a small campus, but it doesn't offer as much as a normal campus," she said.

Most students attending UM Yokosuka are over 25 — Paquin is an exception. Many are military members and their spouses, who are continuing their education or are getting advanced degrees.

As a *guijin*, or foreigner in Japan, Paquin has found that getting lost is half the fun of getting there.

"The other day I was on my way from the beach and got lost. So I ended up going to a part of Yokosuka I had never seen," said Paquin. All the signs are in *Kanji* (a character alphabet), but in many tourist centers there are a few bilingual signs. If you get lost, you can find helpful natives who will point you in the right direction.

Living here has had a major impact on these youthful lives, and like others who have grown to love it, their ties to Japan are binding. Cultural diversity, educational opportunities and newfound friendships have cemented a new spirit between East and West. □

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Dai Nippon Te Koku

(The Empire of Great Japan)

Photo by PHC Tom Howser

Photo by PH2 Dwayne Newton

U.S. Navy photo

Photo by PH2 Dwayne Newton

Previous page: Beautiful ceramic work, such as this Fukagawa vase being hand-painted by a master craftsman, are among the treasures many sailors bring home after duty in Japan. Top: Pagoda roofs highlight the Eastern architectural style found throughout Japan. Center: Taking the trains, such as the world-famous *Shinkansen* "bullet" trains, is among the best ways to tour the Japanese countryside. Even the most humble local train is always clean, efficient and economical. Left: Shrines and temples are everywhere in Japan — like the one served by this Buddhist priest atop an electronic goods store in Tokyo.

Photo by JO1 Eugene Fleming

The Empire of Great Japan, land of mysterious beauty, has enticed visitors from the West for centuries. Japanese history marks 1543 as the year of the arrival of the first Europeans, beginning Western man's enchantment with the people and customs of Japan.

Here can be found an age-old appreciation for delicate charm evidenced by painstaking cultivations in gardens throughout the country. This obvious dedication to serenity, form and balance is contrasted with the high-tech hustle and bustle of one of the world's most densely populated cities — Tokyo.

With its mix of old and new, Japan is viewed, even today, as a mystery that cannot possibly be unraveled during a short visit or even a lengthy stay.

U.S. sailors have maintained a presence in Japan since the end of World War II, and each one leaves Japan with a lasting impression — a unique fondness for a country deeply rooted in its past and extremely comfortable with its future.

Japan is filled with contrasts — serenity and balance and high-tech hustle.

Sailors talk of the attraction and elegance of Japan. Theater, architecture, language, painting and even the small rituals of everyday life are appreciated, amazingly, for their simplicity and intricacy.

In compiling the photos and articles for this issue, *All Hands* special correspondents delved into the enigma that is Japan through the eyes of some American sailors stationed there. The images on these pages reveal only a glimpse of life in Japan. From the uncluttered work space of a pottery artist or the traditional dress of a Japanese bride and groom, to the simple design of an empty hotel room, these photos pull back the veil just enough for us see the surface of a society in which pride and discipline are awarded great value.

On the Japan Railway Line

Photo by PHC Tom Howser

Photo by PHC Tom Howser

Photo by PH2 Dave Atkins

Photo by PH2 Dwayne Newton

Photo by PH2 Dwayne Newton

Previous page: A bride and groom, dressed in traditional Shinto wedding attire, share their first carriage ride as man and wife after being wed at the Hachimangu Shrine. Top left: A worker at the Yamashita pearl farm carries newly-seeded oysters out to the oyster beds. Top right: The Sasebo market is a jumble of activity by 6 a.m., with seafood so fresh it is still squirming. Above: Aboard USS *Bunker Hill* (CG 52) at Yokosuka Naval Base, FC1 Dale Meeks works with Japanese technicians Ichinose Shizuo and Suzuki Masaru installing new seals on a missile launcher. Center: This stone path is used by Buddhist monks to walk through the ancient moss garden of Kyoto's Kokodera Temple. Right: Looking like a scene from the miniseries "Shogun," Nijo Castle, in the ancient Japanese capital of Kyoto, was built in 1603 for the first Tokugawa Shogun, Ieyasu.

Photo by PHC Tom Howser

Left: Shopping in Japan is always exciting with small shops like these in Sasebo's Yonka-Cho shopping arcade packed with a variety of products for every taste and pocketbook. Below: Lodging in Japan ranges from Western-style hotels to accommodations like this *ryokan*, where travelers sleep on futons placed on tatami mats. This single room costs about $40 per night for one person.

trains cruise at unbelievable speeds, leaving Navy towns like Yokosuka for the outer regions. After a 20-minute ride, sailors step off the ultra-modern train into the shrine-filled streets of Kamakura. Home to 65 Buddhist temples and 19 Shinto shrines, Kamakura embodies the spirituality of the Japanese culture.

Another short train ride deposits sight-seeing sailors in the heart of the most Westernized city in the Orient — Tokyo.

Tokyo is world renowned for its night life. The city's neon lights and diverse offerings are truly a breathtaking spectacle to even the most accomplished traveler.

Japan is a country that is constantly changing — on the leading edge of the technological revolution while clinging tightly to traditional customs. Japan offers sailors stationed there an opportunity to witness a rarity in today's world: a nation shaping its own destiny.

Photo by PH2 Dwayne Newton

Navy's wetlands

Photo by Dan O'Neal

A delicate, vital link between land and water

Story by Patricia A. Swift

Just outside Washington, D.C., away from the snarling traffic jams, crowded streets and bustle of the city, is Naval Ordnance Station (NOS) Indian Head, Md. Within this Navy facility's compound, on the shores of the Potomac River, are hundreds of acres of various types of wetlands — areas saturated by groundwater periodically during the growing season.

Because Navy and Marine Corps installations are located predominantly on coastal land, the Department of the Navy has custody of some of the nation's most sensitive and valuable ecosystems.

The Navy is the custodian of more than 3.8 million acres of land containing more legally protected wetlands and endangered species than any other military service.

When some people hear the word wetland, they think of an area that looks like an underwater burial-ground, with crooked sticks and strange grasses protruding from a fog-covered marsh — the perfect setting for an Alfred Hitchcock movie. But at NOS, this isn't the case. According to Joe Hautzenroder, natural resource manager at Chesapeake Division of the Naval Facilities Engineering Command (NavFacEngCom ChesDiv), "Wetlands are some of the most beautiful and productive areas in the world."

"Understanding the functional values of a wetland is often easier than understanding what a wetland is," added Mike Bryan, a natural resources specialist at ChesDiv. "Quite often if there isn't standing water with cattails, most people have a hard time visualizing an area as a wetland."

"After wetlands are inundated with surface or groundwater for at least seven days during the growing season, these areas change in character. Due to the saturation, the soil loses its oxygen, and the vegetation found on each site will favor plant and animal species that can tolerate this condition," Hautzenroder said.

"These areas are home to a number of species of shorebirds and waterfowl. They also provide food and shelter for other marine life and land animals.

"More than one-third of our endangered species live in or use wetlands, Hautzenroder added. "They serve as excellent hunting

Water lilies are common aquatic plants found in most wetland areas.

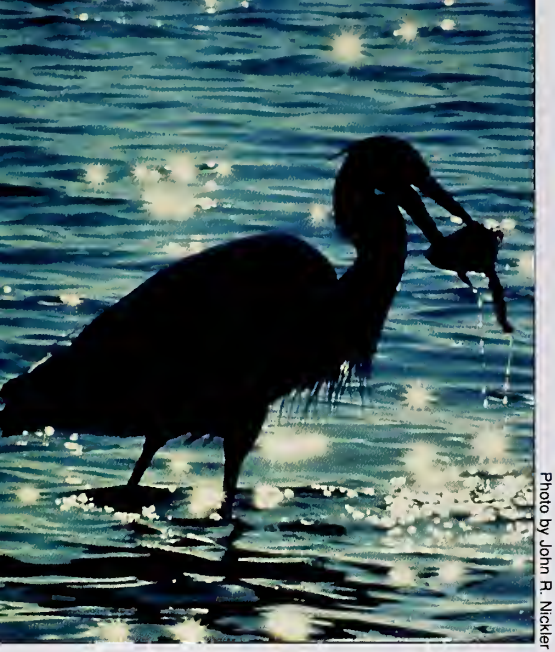


Photo by John R. Nickler

Blue herons commonly migrate to wetlands each year to nest and feed off the habitat.

grounds, as well as areas for recreational boating, fishing, hiking and photography.

"Wetlands, especially bottomland forests, are rich sources of timber. In addition, wetlands help control floods because they act as giant sponges that hold water back for long periods of time [serving as buffers against shoreline erosion]. Wetlands also protect waterways by filtering pollutants from rainfall runoff and groundwater," Hautzenroder noted.

"Some people come to the wetlands simply to bird-watch and view nature because it's so peaceful here. Wetlands are more like natural wonderlands — it's nature at its best," said Jeff Bossart, natural resources manager at NOS.

Hautzenroder admits that, at one time, wetlands weren't deemed very important. "Way back when, before our forefathers, many people considered wetlands to be wastelands. Because of this negative view, half of all U.S. wetlands in the lower 48 states were drained, converted to farmland, filled for housing developments and industrial facilities or used as waste dumps. Over time, scientists began noticing and studying problems associated with flooding, groundwater recharge, declining waterfowl populations and why the commercial and recreational fishery resources weren't as productive. Some major conclusions pointed back to the loss of wetland habitats.

"Scientists also realized that wetlands are some of the most productive habitats on the face of the earth, in terms of supporting all forms of flora and fauna," Hautzenroder explained. "Wetlands aren't just breeding grounds for mosquitoes, flies, water moccasins and unpleasant odors."

Realizing the importance of wetlands, the Navy developed innovative programs to preserve wetlands remaining on Navy property.

"The Navy had enough foresight about the problems surrounding the wetlands and developed their own policy, which protects, creates and enhances these areas," said Bryan.

Any development of wetlands is strictly controlled. The Army Corp of Engineers (CoE), empowered with the legal authority to protect wetlands, issues a public notice of permit application to inform citizens and government agencies, including the Environmental Protection Agency (EPA), of the proposed project and to solicit public comment. Permit applications are evaluated based upon regulations developed by the EPA in conjunction with CoE guidelines. These set the criteria for permitting projects in wetlands and outline factors to determine if the project is in the public interest. If any construction is planned on any naval base or installation, the command must first seek a permit from the CoE for site approval. "The reason this step is so important is to ensure that no wetlands are adversely affected," Hautzenoder said.

This process continued until President Bush came up with the "no-net-loss" wetlands goal. Under its guidelines, if a wetland is filled for development, the developer must create the same size wetland somewhere else. That way, no-net-loss will be incurred.

According to Assistant Secretary of the Navy (Installations and Environment) Jacqueline E. Schafer, "My

A typical sight of what a drained wetland looks like at Patuxent, Md.

Photo by Joe Doherty

Photo by J. Dan Pittillo

Photo by Jeff Bossart

Top left: Canoeing is one of many recreational activities that take place on wetlands. Top right: The exotic Venus flytrap is found mostly on the Carolina coast. Right: Deer enjoy the wetlands habitat at NOS Indian Head, Md.

goal for the Department of the Navy is to go beyond that [no-net-loss goal], to realize a gain in the function and values of our wetlands by the year 2000. There are many examples of efforts to stabilize and restore wetlands at Navy and Marine Corps installations on both coasts."

"The Navy's objective is to get involved at the earliest stage possible to preserve the wetlands," Bossart said. "The Navy is working in conjunction with the Clean Water Act of 1977, which established the major federal program that regulates activities in wetlands." Bossart explained that the Navy is also working with the North American Waterfowl Management Plan (NAWMP), developed by the United States and Canada to protect and enhance wetlands for migratory waterfowl and other wildlife across the continent. This international agreement, signed in 1986, was designed to protect dwindling wetlands and waterfowl populations.

In 1990, the Navy committed itself to support the NAWMP on its installations by forming partnerships with the U.S. Fish and Wildlife Service (USFWS), the Chesapeake Bay Program and various state natural resource agencies to help enhance and protect the Navy's wetlands.

"The Navy is engaged in a massive program with the Interior Department to allow USFWS to help locate and map wetlands on all Navy property worldwide," said Lewis Shotton, director of Navy Resources Program (Chief of Naval Operations). "Wetlands must have wetland vegetation, hydric soils and wetland hydrology [saturation and flooding] but some aren't always easy to recognize. Some wetlands are visible to the naked eye, but to track others, we're using infrared aerial photography and state-of-the art digitizing techniques."

phy and state-of-the art digitizing techniques."

Hautzenroder added that "shoreline erosion and the invasion of phragmites [a weed] are the major causes for some of the poor conditions of wetlands." He explained that to enhance marginal wetlands and rid the area of unwanted vegetation, "You sometimes need to burn it, herbicide it and plant native vegetation back in those areas where the killer vegetation was, or flood the areas through diking or water control structures." On the other hand, "the Navy has been able to stabilize thousands of feet of eroding shoreline at NOS through various techniques such as breakwaters, gabion baskets (baskets filled with earth or rock), rip rap (used as a foundation or sustaining wall of stone) and marsh-grass plantings," he noted.

Hautzenroder also noted that, although the cost is high to protect the wetlands, the long-term results are worth the price paid.

Since the early 1970s, there has been an increased awareness of the ecological value of wetlands, and recently it has become illegal to fill or build on them without consent. This leaves many landowners in a "Catch 22" position because the land becomes financially worthless if the he cannot turn a profit with it. However, failure to obtain a permit or to comply with the permit's terms can result in civil or criminal penalties. Violators can be sent to jail, fined or receive a stop-work order, causing a loss of hundreds of dollars per day, or all the above.

Under the federal tax code, private landowners who sell or donate wetlands to a government agency or conservation organization can claim the value as a charitable deduction.

According to CAPT Edwin P. Nicholson, commanding officer NOS Indian Head, "The Navy understands that for its wetlands program to be effective Navywide, we need the help of federal, state and local agencies, developers, environmental groups and citizens in the communities."

As Shotton put it, "With our Navy's wetlands program, you can expect cleaner water, less flooding, protection of rare plants and animals and a greater improvement in the quality of life for all mankind." □

Swift is a staff writer for All Hands. *Photographs courtesy of U.S. Fish and Wildlife Service.*

Below: A gabion structure helps control shoreline erosion at Naval Ordnance Station Indian Head, Md. Right: A variety of wetlands are located at NOS Indian Head.

Photo by PH1(AW) Joseph Dorey

Photo by PH1(AW) Joseph Dorey

Showing the Flag

Racine *takes U.S. goodwill to Pohnpei*

Story and photos by PH1 Jon Hockersmith

The U.S. Navy joined the waterfront hotel business on the Pacific island of Pohnpei when the "Hotel *Racine*" sailed in and opened her hatches to guests.

The 562-foot haze gray structure, known throughout the fleet as USS *Racine* (LST 1191), a Naval Reserve tank landing ship, was at Pohnpei to provide support for the 22nd South Pacific Forum.

The forum is an annual meeting of Pacific island nation leaders to discuss issues affecting their countries. Fifteen countries, including Australia, New Zealand and Tonga, sent delegations to Pohnpei. This event is held at a different location each year.

Pohnpei, part of the Federated States of Micronesia, lies just north of the equator, approximately halfway between Hawaii and the Philippines. Its 133 square miles are covered by a lush tropical jungle, a result of almost daily rainfall. Most of the more than 30,000 residents are gardeners and fishermen, living in quiet villages scattered throughout the island.

"The primary reason we're here is to provide support, especially accommodations for forum delegates and media representatives," said CDR Dwayne Covert, *Racine*'s commanding officer. "Our secondary missions are to train reservists and perform a lot of people-to-people projects."

"Hotel *Racine*" welcomed more than 70 guests during her two-week stay at Pohnpei. The guests, mostly members of the media covering the forum, stayed in troop berthing areas usually occupied by Marines.

"We tried to upgrade certain areas of the ship by fixing all the little things that slip through the cracks, such as lights, and making sure all the lockers worked. We also fine tuned the air conditioning to make sure it worked as well as it could," said Covert.

While *Racine* was a hotel for the media, her crew was an energetic work force for the people of Pohnpei. Three civic action projects were undertaken: restoring a historic landmark, building classrooms and giving the hospital interior a facelift. In addition, Project Handclasp materials were distributed, and a medical/dental team visited several local villages to provide care.

A 25-man Seabee detachment from Naval Mobile Construction Battalion 4, Port Hueneme, Calif., sailed with *Racine* from Guam to Pohnpei to spearhead the civic action projects, which were coordinated through the U.S. Embassy on the island. The Seabees split into three crews, with each crew supplemented by six to 10 *Racine* crew members.

One crew worked at the island's only hospital — scraping, priming

Reserve LCDR (Dr.) Roy Herold examines a baby as Air Force Master Sgt. Jerome Ellis talks with an interpreter to get information from the baby's Pohnpein mother.

Left: USS *Racine* offloads one of 72 pallets of Project Handclasp books to be delivered to Pohnpei schools. Below left: Sailors paint the interior walls in one of several Pohnpei Hospital wards. Below: Sailors and Seabees use brute force to restore part of the Spanish Wall.

and painting walls. They also replaced old drinking fountains and repaired the plumbing in all the bathrooms. In addition, a Seabee utilitiesman and a *Racine* engineman pooled their talents to start up a new boiler for the hospital.

Most of the wards were occupied while work was underway, which provided some anxious moments for the crew. One day a 10-year-old boy died in the ward they were painting. "People were yelling and crying everywhere. It was really sad," said a Seabee.

Another crew was a "stone's throw" from the ship across the harbor in the shadow of Sokehs Rock, a prominent landmark of the island. They constructed a two-room addition to the elementary school on a foundation prepared by the Pohnpei-based U.S. Air Force Civic Action Team.

During lunch and breaks from building the wood frame structure, the crew played volleyball and baseball with the kids in the schoolyard. The Seabees trained the village kids well — whenever a military vehicle passed by, the kids shouted "Seabees number one" and gave their best salutes.

The most visible project to the people of Pohnpei was in Kolonia, the capital. At the end of its main street is another prominent landmark, Spanish Wall, the remains of a 19th century Spanish fort. Sailors cleared brush and debris from the 10-foot high rock wall.

Using concrete, rocks and "brute force," they reconstructed a section missing since World War II and repaired cracks in a gateway under the guidance of the Pohnpei Historic Preservation Office.

"I volunteered for this working party," said Damage Controlman 1st Class Bob Quesenberry. "I'm a history buff, and it's neat they want to restore a piece of their history. My 7-year old son likes forts, so he'll get a kick out of this, too."

A team consisting of a dentist, a physician, dental technicians and hospital corpsmen traveled to several hamlets on the island. With limited supplies, and at times working without electricity in a building that "would have been a good chicken coop if it had wire mesh on the windows," the team treated the locals for a variety of ailments and performed dental work.

Without the use of sophisticated dental clinic equipment — a flashlight was their best light source — CDR (Dr.) David Spangler and the dental technicians fixed teeth, filled cavities and extracted up to 30 teeth a day "to relieve pain more than anything."

"Some kids had a mouthful of decay that would cost at least $450

to take care of in the states. I have a better appreciation of the standard of care we have at home," commented Spangler.

Another two-man dental team spent a week with Pohnpei Hospital's dental staff, sharing knowledge and skills of dentistry techniques.

Reserve physician LCDR (Dr.) Roy Herold treated congenital heart disease, skin fungus, pneumonia, worms, poor nutrition and a host of other ailments. Many people walked miles seeking treatment.

"It was like pouring cups of water in a bay trying to raise the level," commented Herold, who practices in Ogden, Utah. Spangler was quick to add, "It's not what we couldn't do, but what we could do to help them." *Racine* also off-loaded 98 pallets of Project Handclasp material. School and library books were stacked on 63 of the pallets given to the department of education to distribute to 31 schools on the island and five outer islands.

Pete Lebehn, a supply technician for the local department of education, was on the pier watching the off-load. "The school principals will be really excited. We expected only 20 pallets, but we're getting more than 60 — their libraries will be full," he said.

Other items were included in the Project Handclasp materials. More than 8,000 pounds of animal feed were presented to the Pohnpei Poultry Association to supplement its feed supplies, and several pallets of medical and hygiene supplies were delivered to the hospital.

Although Pohnpei was not considered a liberty port for *Racine*, crew members still took every opportunity to hit the beach and see the sights.

With just a third of the 246-man crew in a liberty status at any one time to avoid overwhelming the community, a sight-seeing or cultural tour was the best way to experience the island.

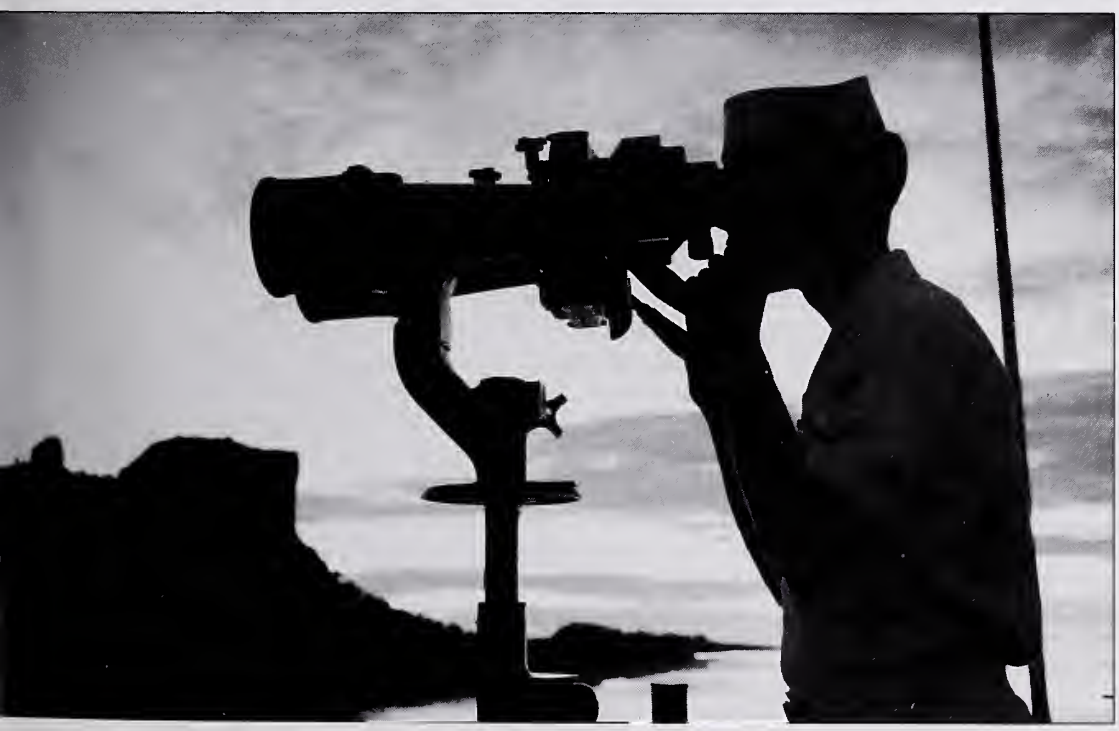
The ruins of Nan Madol provided an interesting look into the history of Micronesia. The 13th century temples and buildings were built entirely of stone "logs" weighing several tons, some more than 20 feet long, then placed on man-made islands.

Shopping for wood carvings in Kapingimarangi village, snorkeling, diving, cooling off at one of several waterfalls or just walking around were popular pastimes. Some of the more adventurous climbed Sokehs Rock for a spectacular panoramic view.

The Pohnpeans were the hit of *Racine*'s two-week stay. "The people are so nice here. If they didn't understand English, they'd find someone who did, and they'd bend over backwards to help you," said Chief Boatswain's Mate Howard Miller.

As unofficial goodwill ambassadors, the *Racine* crew and the Seabees undoubtedly left an impression Pohnpeans will long remember. At the completion of the forum, *Racine* steamed back to Guam for a short port visit and continued on to her Long Beach, Calif., homeport. □

Hockersmith is assigned to the public affairs office, Commander, U.S. Naval Forces Marianas.



Silhouetted by the setting sun, a *Racine* sailor enjoys the view from the ship's signal bridge.

Photo by PH1 Robert W. Lindel

On with the show!

SEALs, naval aviators show their stuff in Chicago

Story and photos by JO1 Jeff Wooddell

Mix together equal parts sunshine, Midwestern hospitality and a day at the beach. Season well with spicy military aerial and waterborne demonstrations — including a Navy SEAL team "assaulting" the beach and two front-line Navy fighter aircraft showing off their prowess — and you have the recipe for the 1991 Chicago Air and Water Show.

The 33rd successive Chicago show is billed as the largest annual outdoor event in the world. From all reports, that statement is true.

More than 2.7 million people on the shore and aboard 5,500 spectator boats crowding western Lake Michigan witnessed tactical flight demonstrations by an F-14A (Plus) *Super Tomcat* from Fighter Squadron 101 (VF 101), Naval Air Station Oceana, Va., and an F/A-18 *Hornet* from Strike Fighter Squadron 106 (VFA 106), Naval Air Station Cecil Field, Fla.

A popular portion of the show featured Navy SEALs from Naval Special Warfare Group 2, Little Creek, Va., staging a mock assault on North Avenue Beach just north of downtown Chicago.

As 1.3 million people watched July 27, and 1.4 million on July 28, eight SEALs parachuted from a U.S. Marine Corps Reserve C-130 *Hercules* flying over Lake Michigan. The SEALs were picked out of the water by a rigid-hull inflatable boat from a Navy Special Boat Unit and brought in close to shore. From there they swam to the beach.

At the same time the eight SEALs were maneuvering in from Lake Michigan, four others rappelled from

Left: A member of SEAL Team 4 leaps from the ramp of a C-130 over downtown Chicago's distinctive skyline. Right: A Marine Corps UH-1 *Huey* helicopter with a SPIE rig lifts the SEAL security team from the beach. Far right: HM2 Owen C. Brown of Seal Team 4 with a new friend. Below: More than 2.7 million people witnessed this year's demonstrations. Bottom: A cotton candy vendor awaits his next customer.

a Marine Corps UH-1 *Huey* helicopter. After "securing" the beach, the SEALs "kidnapped" a known terrorist from the audience — actually one of their own team members. They then planted a charge to destroy the enemy's "headquarters," a small shed set up for the demonstration.

After accomplishing their "mission," the SEALs left the same way they arrived — the security team by a helicopter-deployed special purpose insertion/extraction rig and the demolition team by boat.

Prior to their departure, four of the team members mingled with the crowd. Dressed in combat uniforms, they were a big hit, especially with the children. Hundreds gathered around to ask questions, have their picture taken with the SEALs and collect autographs from team members.

LT Ed Balaban of the group's operations staff was project officer for the SEAL team demonstration.

"As a rule, SEALs don't normally do this type of public demonstration," Balaban said. "But given the increased awareness and interest in naval special warfare, we have opened up the community somewhat to let the public take a look.

"SEALs by their nature are opportunistic. [They] try to get that 'check in the block' for anything that's operationally related. If there's an opportunity to jump, they'll jump; if there's an opportunity to do any diving, they'll dive; if there's an opportunity to shoot a weapon, they'll shoot it," said Balaban.

"Jumping is jumping," said Senior Chief Boatswain's Mate Bob Tanenholz. "It doesn't matter whether you're jumping in front of people or not.

"As for doing these type of public demonstrations, it's very rare that we do them. It's not that we don't want to, but we're usually just too busy training or getting ready for deployment."

Chief Sonar Technician Brian Brackett said, "[The shows] give

Above: STGC Bob Tanenholz meets with future sailors and SEALs. Left: QM2 Charles F. Walton of SEAL Team 4 lets a young spectator try his helmet on for size.

people some exposure to the special warfare community and to the Navy. If we get somebody into the Navy, and then into a SEAL team, we're much better off."

The SEAL team was headed by LT Jeff Bowman, originally from nearby Kankakee, Ill. Other team members included Senior Chief Electrician's Mate Eric P. Jackson, Chief Electronics Technician Randy Beausoleil, Boatswain's Mate 1st Class Harold Strom, Engineman 1st Class Robert D'Agostino, EN2 Randy Leonard, Quartermaster 2nd Class Charles F. Walton, Hospital Corpsman 2nd Class Owen C. Brown, QM2 Anthony Duchi, ET2 Charles L. Rice, BM2 Rick C. Pangelinan, Operations Specialist 2nd Class Michael Phillips, Gunner's Mate (Guns) 2nd Class Michael Abbot, and GMG2 Bruce Holmes. These team members have more than 5,000 parachute jumps among them.

The Chicago Air and Water Show started in 1959 as a children's summer show put on by the Chicago Park District. Al Benedict, a retired park district employee, was the show's founder and has been executive director of the show since its inception.

"Back in 1959 my office was right off the water on Lake Shore Drive. I was teaching the kids in the park how to water ski and swim. When district headquarters said that any park not having a special program for children should think of it, it seemed only natural to build our program around the water.

"We put some acts together like canoe tilting, ballet and waterskiing. Then somebody came up with the idea of asking the Coast Guard to put on a water rescue demonstration — that was the start of it."

The audience that first year was around 2,000 people. "But," said Benedict, "1,500 of them were sunbathers who would have been on the beach anyway!"

Quite a contrast to the crowd of 2.7 million people this year who jammed the Chicago lake front during the two-day event.

Other participants in this year's show included the U.S. Air Force Thunderbirds, the U.S. Army's Golden Knights Parachute Team, a U.S. Air Force F-117A *Stealth* fighter and F-15 *Eagle*, an Army AH-64 *Apache* and AH-1 *Cobra* helicopter, an Air Force Reserve C-130 *Hercules*, an Illinois Air National Guard KC-135 *Stratotanker* and two F-16 *Falcon* fighters. The Coast Guard, a participant at the show from its inception, gave a water rescue demonstration with one of its HH-65A *Dolphin* helicopters.

With such an extensive lineup, it's quite a job of coordination. "I generally take one day off and then turn right around and start working on next year's show," said Benedict. One of the benefits of having one person do it for so long is that Benedict "has got it down to a routine. There are no two shows alike because of the logistics involved." He proudly proclaimed that, "even with a show this size, we've never had a major accident. I like to think we can keep that record intact."

Next year Benedict would like to see the Navy's "Blue Angels" return. "It's been eight years since they've flown in the Chicago Air and Water Show. This whole region is very pro-Navy and I know the Blue Angels would be very welcome."

You can count on one thing — Benedict and the Chicago Park District will make it a show worth remembering. □

Wooddell is a project officer with the Navy Office of Information, Midwest, in Chicago.

From collars to khakis

Chaplain candidates "cross" train

Story and photos by JO2 Jonathan Annis

"Fo'WOOD . . . MARrrr!," growls a khaki-clad figure with a distinct Marine-like bark. Marine-like, perhaps, because it recoils off his shoulder like the gritty voice of a "smokey bear"-hat-clad drill sergeant.

A column of what were civilians two weeks ago steps off smartly, breaking in their new boots, filling their new khakis, sporting their new ensign bars and Chaplain Corps collar devices, wondering what the Chaplain School Basic Course will be like in a few years.

They're chaplain candidates, and they know it may be a long time before they actually become chaplains. But they have taken the first steps by earning a bachelor's degree from an accredited university, being approved by their endorsing agent and getting accepted into a graduate program at the theological and divinity schools they are attending. They have also been approved by the Navy, which commissions them as officers in the inactive Naval Reserve.

A select few candidates attend the Chaplain Candidate Program Officer (CCPO) course, held once each year. The class of 1991, the second to undergo training at Naval Training Center (NTC) San Diego, has just 47 students. A handful of candidates attend similar courses at Naval Air Station Norfolk and Gaeta, Italy.

As the khaki column winds its way from the bachelor officer's quarters, they appear uniformly shorn and in step. But the group is a picture of diversity. With an average age of 29, the candidates represent all walks of life and 20 different denominations. Six of the candidates are women. A few of the new ensigns appear a bit nostalgic as they pass columns of dungaree blue and white hats — 14 have been through military training before. No longer "slick-sleeve recruits," they are now called "candidates" and "ladies and gentlemen."

"Ladies and gentlemen, we can't just stick to our particular faith groups," admonishes Section Leader LTJG John Tonna at their destination, a chapel in a corner of NTC. Tonna explained that, although they could not perform the sacraments of other denominations, they would need to minister to everyone. "You're going to have to reach out and learn about other faiths. You'll be challenged and probably surprise yourself in the fleet."

Oh yes, the fleet. After 13 days of classroom instruction, the candidates split into three sections to spend 35 days touring Navy, Marine Corps and Coast Guard installations. They tour a submarine, a Coast Guard station and cutter, a naval air station and then deploy aboard a ship — in this case, the aircraft carrier USS *Ranger* (CV 61). But some of the most anticipated tours are those at three Marine Corps installations — Camp Pendleton, Calif., Marine Corps Recruit Depot San Diego and Twentynine Palms, Calif. There they will learn more about living in the field and weapons — throwing, firing or maintaining them — than they might have ever wanted to, according to Drill Sergeant Dallas Stephen.

Stephen's hoarse voice reminds them they will be in "his" territory. The class responds with tremendous "ooh-rahs," short speeches and ovations.

Some of the students began to lose that pep when faced with the harsh realities of practical field experience, courtesy of *Desert Storm* veterans such as Chaplain (LCDR) Joseph Matoush of Chaplain Regimental Combat Team 7 at Twentynine Palms.

"My philosophy is, 'you can't do ministry unless you are able to live and exist and survive in that environment,'" Matoush said. "What the students do during training in the field is exactly what we did for seven months with the Marines in Saudi Arabia."

The desire to serve God is utmost among all clergymen and clergywomen, but these candidates feel the need to serve the Navy as well. "Deciding to become a chaplain was a normal extension for me. I had a sense of call," said ENS Luis A. Perez of Eden Theological Seminary in St. Louis. Perez was a ship's serviceman second class who served aboard USS *Vreeland* (FF 1086) from 1976 to 1980.

"The two chaplains on *Vreeland* were role models for me," Perez said. "I was impressed with their love for the

Lord, and I'm pursuing the call with the understanding that this community means pastoral presence."

The perspective of the instructors is summed up by the chaplain school program director. "The Chaplain's School in Newport, R.I., won't have many field trips. CCPO's classroom instruction is a compressed version of that course," said Chaplain (CAPT) Stephen H. Knight, program manager. Knight's 11-member staff, reservists like himself, guide candidates to become active Navy chaplains. "We prepare them for it, expose them to the facets of chaplaincy and we hope they will choose to go on."

One of this year's section leaders, ENS Raymond Houk, a former sergeant in the Marine Corps, was impressed with the quality of the candidates. "They come in, go through the uniform shop and, basically, become ensigns. They learn all the same things you would learn in boot camp in about three weeks. It has developed into really strong training," Houk said. "The candidates learn how to function as chaplains rather than as civilian clergy."

Once they have completed the CCPO course, candidates may apply for additional on-the-job training. They hold their commissions for eight years while completing the equivalent of a Master's of Divinity degree, becoming ordained and receiving the ecclesiastical endorsement of their denomination.

The Navy has the final say in a candidate's selection. Chaplains are chosen by a board directed by the Chief of Chaplains. After schooling, the chaplains may be assigned to a unit much like the ones they toured in the CCPO course.

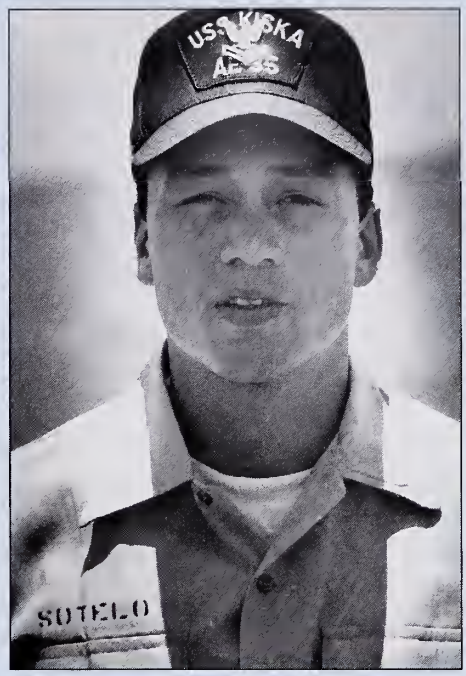
"CCPO is an important recruiting tool. It may be the candidates' only exposure to the fleet before they make that choice," Knight said. "The idea is to let the candidate look at the Navy and the Navy to look at them." □

Annis is assigned to NIRA Det. 5, San Diego.

Top left: Chaplain candidates undergo rigorous physical fitness training to prepare them for life in the fleet. Top right: Learning various religious rites takes up a large part of each candidates' day. Above: Having turned in "collars for khakis," candidates must adhere to the rigors of military bearing.

Spotlight on excellence

Sailor's actions save four shipmates



Story and photo by JO2 Roger Dutcher

One night, when the 7th Fleet ammunition ship USS *Kiska* (AE 35) headed for a rendezvous with USS *Midway*'s battle group, Operations Specialist 2nd Class Paul Sotelo's quick thinking saved four lives.

On watch, the 26-year-old Sotelo sat in front of an electronics console in the ship's combat information center (CIC). Around him in the small, dimly lit room were computers and communications equipment capable of tracking and communicating with aircraft and surface vessels.

Flight quarters were set as two pilots, LT Bernard Sise and LT Clifton Curtis, prepared for a night-flight qualification mission. The pilots, along with two air crewmen, were preparing to fly their UH-46 *Sea Knight* three to four miles off *Kiska*'s port quarter to practice patterns. Forty-five minutes into the mission, the ship lost visual contact with the helo.

That's when Sotelo took control.

"I attempted communication on the primary and secondary circuits and checked surface search radar, but there was no sign of the helo," he said. Sotelo later learned that the pilot had vectored in what he thought was the direction of the ship, only to find that it was one of the many oil platforms below. Now a Catch 22 entered the system.

"[The problem was that] the only way we could declare an actual emergency was if the pilot acknowledged it as an emergency, and we hadn't heard from them at that point," Sotelo explained. So he continued to try to raise the helicopter's crew on all available circuits.

Meanwhile the helicopter's crew misidentified another oil platform as the ship. After 15 minutes the pilot acknowledged the emergency through a special code.

"Once we established it was an emergency, we sent out all the help we could," Sotelo said. He helped coordinate the ship's entire crew in the landing effort. "We had signalmen shining lights, a flare was shot off and all the available crew members went topside with phosphorescent lights." The ship also sent out military air distress and international air distress calls. Soon Sise and Curtis spotted the ship.

"Initially I was scared," he said. "But when it was all over, it was just like anything else we do up in CIC. Communication between the bridge and combat went into 'auto-mode' and everything just happened. It's what we're trained for.

"In school they teach you how to speak to pilots, and they harp on emergencies," Sotelo said. "We don't have the capability to fly the aircraft. Our job is more of an advisor, sort of like a traffic cop. We let the pilots know about other aircraft in the area."

Sotelo warned fellow sailors against complacency. "Because this is a noncombatant ship, sometimes it's easy to take things for granted and think there aren't lives involved," he said. "I learned a while back that my job is important, no matter what the ship's purpose.

"During my first cruise I witnessed this same type of incident. Only then, the helo hit the water and everyone aboard was lost. It changed my outlook on what goes on up here in CIC."

It was upon the UH-46's safe return to *Kiska* that the magnitude of the event hit Sotelo. "Later, the pilots walked into CIC, discussing what went on. LT Curtis walked up to me and said, 'Hey, you saved our lives.' It was then that I realized what I did," Sotelo said, "and it felt pretty good." □

Dutcher is assigned to the 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.

Bearings

Military DAREs youngsters to say "no" to drugs

"Hey, you want to smoke some dope?"

"No!"

"C'mon, let's get high."

"No!"

"It'll make you feel good."

"No!"

While this may sound like an all too common conversation heard on the streets of any U.S. city, it's really a Navy petty officer challenging elementary school students on Guam to say "no" to drugs.

Master-at-Arms 1st Class Barry Gardner is an instructor in the Drug Abuse Resistance Education (DARE) program, designed to teach drug and alcohol awareness to elementary school-aged children. Gardner, assigned to Commander U.S. Naval Forces Marianas, is one of three DARE program instructors on Guam. He teaches three fifth-grade classes at Agat Elementary School in Agat, Guam, and periodically visits other classes from kindergarten to sixth grade.

"DARE provides a positive role model in the classroom to point out the effects of drugs and alcohol, and the pressures put on students," Gardner said. "It shows them ways to resist the pressures by building self-esteem. DARE teaches kids to say 'no.'"

The program's success relies on classroom participation. Rather than lecturing the students on the dangers of drug use, Gardner uses role-playing, skits and exercises from a DARE workbook to get students to make their own decisions.

"The students answer their own questions, and the reasons why [not to use drugs] come from them," said Gardner. "My goal is to give them the tools to make the right decision [about the] use of drugs — to choose not to use them."

The DARE program was conceived by the Los Angeles Police Department in 1983 and has spread throughout the United States and overseas through the Department of Defense Dependent School system (DoDDS). Mobile training teams train DARE instructors for DoDDS around the world.

Guam is different — there are no DoDD schools on the island. So military DARE instructors teach in the local schools attended by military children. While Gardner is the Navy instructor, there is an Air Force instructor at Yigo Elementary School in the village of Yigo, and a Guam Police Department officer teaches at Price Elementary School in the village of Mangilao. Guam Police Department personnel also serve as liaison for the program.

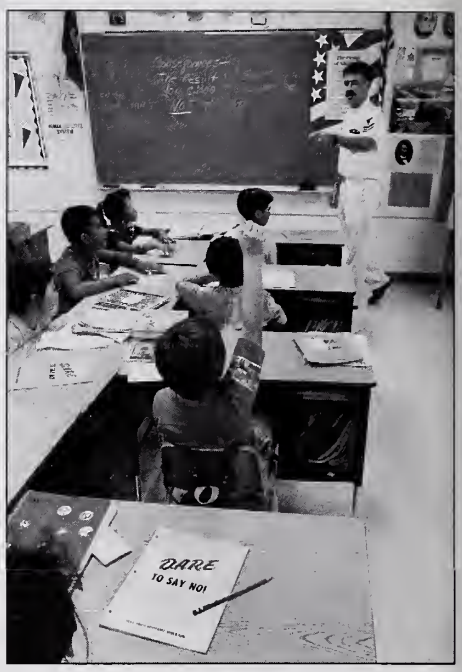
Gardner attended an intensive 80-hour course to become a certified DARE instructor. Part of the training involved acting as a sixth-grader to provide a learner's perspective.

The success of this strategy and the program in general is evident when Gardner visits the school. Students yell "DARE! DARE!" as he walks by and several ask him, "When are you coming to our class?"

"Kids really enjoy the DARE class. They're excited and enthusiastic when he comes," said Marjorie Mesa, a teacher at Agat Elementary School. "He instructs on their level, and they respond well."

Each class begins with Gardner answering questions the students leave in the "DARE box," similar to a suggestion box, about anything students may have on their minds concerning drugs or other issues. He then begins a quick-paced, high-energy class discussion about the day's topic.

"I present the same lesson to each class, and the results are always different," said Gardner. Each lesson in the 17-week curriculum builds on another. Topics include self-esteem, pressure, risks, assertiveness and stress management.



MA1 Barry Gardner leads a quick-paced question and answer DARE lesson at Agat Elementary School.

"The students favorite lesson is 'taking a stand,' our DARE (version of television's) 'Family Feud.' The class is divided into two groups, and they answer questions about the DARE program, just like the TV show," said Gardner.

By reaching the students at an early age through DARE, children may be more apt to make smart decisions about drug or alcohol use when the opportunity arises. As 11-year-old Elias Basco said, "DARE teaches me not to use drugs!" ■

—Story and photo by PH1 Jon H. Hockersmith, assigned to the public affairs office, Commander U.S. Naval Forces Marianas.

Bearings

Sailor lives lifelong dream of being his own boss

Chief Journalist Steve Smith had a lifelong dream of one day being his own boss. Maybe that day is coming.

Smith, a naval air reservist with Whidbey Island's Military Air Transport Wing 0289, is president and Chief Executive Officer of the Boing (pronounced boy'-nnnnnnng) Aeroplane Company of Issaquah, Wash. He makes what he calls "big boys' toys" — static model airplanes. But they're not the typical store-bought models. Smith makes them from scratch, using everything from household utensils to license plates.

His passion for airplanes has been lifelong, but he didn't start building models until 10 years ago.

"I began building them for myself," said Smith, who is a writer by trade. "But as time went on, people became interested, and they started buying them."

To date, he has sold about 15 airplanes. The models range from the bizarre to the unique. As Smith put it, "I just let my imagination go. Call it 'flights of fancy.'

"I use a lot of kitchen utensils," he added. "A noodle strainer (serves) as an air vent, for instance.

"I spend a lot of time in hardware stores and automotive junkyards. I once used a carburetor from a Ford Pinto and put it on the front of the plane's fuselage, [made from] a mailbox, to make the model look like it had a gigantic engine."

Smith calls his business "semi-mass production." He can build a model in six hours. He even customizes them on request.

Smith's wife, Colae, and her sister, Anetta, are also involved in Boing's success. Colae is the company's bookkeeper and performs other administrative skills, while Anetta offers design ideas.

"Everyone has a dream," Smith said. "Mine was to be my own boss and build something out of nothing. So when I'm home ... I go to the garage, put on my Boing hat and create that something."

Asked if he'll ever make a million dollars from that "something," Smith just smiled and said, "Who knows, but I'm certainly having a million dollars worth of fun. You never know if a novelty item like this will 'take off.'" ■

—Story and photo by JO2 Scott Sutherland, assigned to the Naval Air Reserve public affairs office, NAS Whidbey Island, Wash.

Household gadgets are the materials of choice for model airplanes designed by JOC Steve Smith.

Navy pilots complete daring medevac in Antarctica

A lone LC-130 *Hercules* aircraft based at Naval Air Station Point Mugu, Calif., landed at McMurdo Station, Antarctica, in June to complete the first midwinter medical evacuation (medevac) of a critically ill person since 1966.

Navy aircrew members from Antarctic Development Squadron 6 (VXE 6) evacuated a member of New Zealand's division of science and industrial research — the counterpart to the U.S. Antarctic Program, managed and funded by the National Science Foundation.

The evacuee was flown 2,400 miles to a medical facility in Christchurch, New Zealand, for further care. It marked only the fifth time in 30 years that such a mission was conducted during the winter. Complete darkness, subzero temperatures and fierce winds make flight operations perilous.

The Navy flies ski-equipped LC-130 *Hercules* aircraft from August until February, during the austral summer, in support of the National Science Foundation. With the exception of a midwinter airdrop over McMurdo Station each June, no flights come in or out of Antarctica during the austral winter. ■

—Story by JO2 Kevin Lavery, U.S. Naval Support Force Antarctica.

Bearings

Operation puts reserve Seabees on the rails

Reserve Seabees from Louisiana have helped change the way the Navy may move construction equipment in future wars.

In August, Naval Mobile Construction Battalion 28 (NMCB 28), homeported in Shreveport, La., took part in Operation *Rail Stinger*, a training exercise to test the Seabees' ability to move vehicles and equipment by railroad.

The exercise helped establish a three-pronged mobilization plan, according to LT Ernest J. Burzumato, embarkation officer for the Reserve Naval Construction Force. "We need to be able to mobilize our battalions — either for a war or for disaster recovery — by sea, air or land," he said.

The vehicles and equipment were transported from the battalion's readiness support site (RSS) in Shreveport to the rail yard at Minden, La., by convoy before being loaded aboard three flatbed railcars.

"This exercise gives us two ways to transport over land — by convoy from the RSS and then by rail," Burzumato said.

NMCB 28 Seabees worked in seven-man tie-down crews to secure more than 130,000 pounds of construction equipment and vehicles to three flatcars. Vehicles loaded included a five-ton dump truck, a two-and-a-half-ton cargo truck, a five-ton tractor truck, a 50-ton lowboy trailer, a 180-horsepower bulldozer and a three-quarter-ton utility truck.

"Of the six vehicles we loaded, we found five of them needed modifications," Burzumato said.

Once loaded and secured, the equipment was inspected by Bill Warner, an inspector with the Kansas City Southern Railroad, to ensure the vehicles were secured properly and would stand up to Department of Transportation regulations. Warner pointed out that several vehicles lacked tie-down points used to secure them to the rail cars with chains.

Above: Reserve Seabees adjust a wooden plank used in moving a five-ton dump truck over three rail cars. Right: With team effort, a seven-man "tie-down" crew secures a chain to a rail car.

Chief Equipment Operator Gary L. Rogers, embarkation chief for NMCB 28, said the missing tie-down points have all been identified and will be installed. "We also learned it will take two seven-man teams to effectively complete the job."

Discovery of the equipment and manpower problems helped make the exercise a success.

"By conducting this exercise," Burzumato said, "and finding the shortcomings at this stage, we can work toward fixing them. We have not only increased our men's training, we've ensured our ability to mobilize." ■

—Story and photos by JOSA Gary L. Boucher, assigned to the public affairs office, Reserve Naval Construction Force, Gulfport, Miss.

Bearings

Navy family buzzing about a honey of a hobby

"A honeybee can only sting you once, and then it dies. But bumblebees, hornets, wasps and yellow jackets can sting you many times because, unlike the honeybee, they will not die after their first sting," said LCDR Gary W. Brown, aviation safety officer at Naval Air Station Norfolk. He should know; he has three beehives with 150,000 to 180,000 honeybees in his Virginia Beach, Va., backyard.

Brown's interest in honeybees started at an early age when his family lived in Maryland. "I must have been around five or six years old," he said. But he didn't get started until about five years ago when he was stationed in Beeville, Texas. Brown's wife, Margee, suggested he enroll in a beekeeping course at the local community college. After completing the course, he started his first beehive. He also discovered that beekeeping runs in the family — both great-grandparents were beekeepers.

When you think of bees, you may think of honey. But their real value is for pollination of most cultivated crops and fruit trees.

As for the honey, Brown collected approximately 210 pounds this year from his three hives. "Honey will have a different taste and color, depending on the type of plants the honeybee is collecting the nectar from, but the color has very little to do with taste," said Brown.

For those interested in beekeeping, honeybees and equipment are available from several sources, or you can build your own hives. Your local library may have books on beekeeping to help get you started. A package of 6,000 bees, including a queen bee, costs around $35. A beginner's outfit, which includes a wooden hive, costs $110.

As for his family's reaction to having thousands of bees in their backyard, Brown said, "Margee tolerates it, and the boys, Steven, 14, and Timothy, 11, understand, but just don't like bees." ■

LCDR Gary W. Brown watches over his backyard honeybee hives.

—Story and photo by Troy Snead, public affairs officer, NAS Norfolk.

International teamwork gets aircraft, crew down safely

Combine an aging airframe with an explosive decompression at 37,000 feet, and you create a terrifying situation. Recently, an A-3 *Skywarrior* from Fleet Air Reconnaissance Squadron 2 (VQ 2) experienced just that. But the highly-trained, fast-acting team of American and Italian air traffic controllers from Naval Air Station Sigonella, Sicily, brought both plane and crew safely down.

On Aug. 20, the A-3 was flying north of Sicily when a cockpit window exploded, ripping off the navigator's helmet and face mask. Immediately, air pressure dropped from its equivalent of 8,000 feet to its flying altitude of 37,000 feet. Rome air traffic controllers turned to NAS Sigonella air traffic control for assistance.

Capt. Giuseppe Marino, an Italian Air Force air traffic controller, was the Sigonella approach controller who received the turnover from Rome. "I rerouted all the aircraft below the A-3 and cleared it for a direct approach," Marino said.

At approximately 20 miles out, Marino passed the plane to Air Traffic Controller 2nd Class Robert Tomchick, the final approach controller. At two to three minutes out, one of the aircraft's wing slats, used to reduce air speed, wouldn't fully extend. Approaching the air field 20 knots faster than normal, the pilot requested clearance on a runway with arresting gear. Tomchick quickly rerouted the A-3 to a runway with arresting gear already in position. A few minutes later, the A-3 landed safely.

"As an air traffic controller, you have to have two or three plans in your mind in case this happens," Tomchick said. "You have to know what you need to do to get them on deck as fast as possible."

"At Sigonella air traffic control," said Marino, "we are ready anytime." ■

—Story by JO3 Jeff Fraker, NAS Sigonella, Sicily.

News Bights

Following a nearly four-year of overhaul, the aircraft carrier USS *Kitty Hawk* (CV 63) temporarily returned to Norfolk Aug. 9, before a two-month transit to her new San Diego homeport this fall.

Kitty Hawk is the fourth carrier to complete the Navy's Service Life Extension Program at Philadelphia Naval Shipyard. The overhaul included rebuilding the ship's engineering plants, upgrading the aircraft launching and landing systems and modernizing the ship's combat systems and radar suites.

* * *

The Navy wants to do everything possible to retain quality sailors, including those with skin conditions aggravated by shaving.

Pseudofolliculitis barbae (PFB) is a common hereditary disorder that occurs when the individual's hair follicles are set at a sharp angle and hair is strongly curved. When the person shaves, the short stiff hair may re-enter intact skin, acting as a foreign body. This often causes bumps which may become infected.

PFB has no cure, but it can be controlled through the proper use of depilatory powders or adjustable razors. The Navy will help PFB-afflicted sailors conform to military regulations by providing training on the care and management of PFB. When recommended by a medical officer, commanding officers can authorize temporary shaving waivers for sailors until they learn how to control the condition.

* * *

Today, more than 16 percent of Navy enlisted women serve at sea — an increase of six percent since 1987. Those women are serving under exactly the same sea/shore rotation policy as their male counterparts. However, misunderstandings regarding sea/shore rotation persist.

Before 1987, Navy enlisted women were assigned according to a CONUS/OCONUS rotation plan which rotated them between overseas or shipboard duty, and duty within the continental U.S. The Navy's sea/shore rotation policy was changed in April 1988 to reflect an increased opportunity for women to serve at sea. This policy was further revised in May 1990 to give women a sea/shore rotation consistent with their male counterparts. Now the sea/shore rotation policy is based on the ratings, and it is gender neutral.

Sea/shore rotation lengths are based on the goal of 36 months shore duty/36 months sea duty. That ratio may vary from one rating to another, and is determined by a computation based on the number of sea and shore duty billets within each rating.

Some ratings, such as legalman, mineman and Seabee ratings, are assigned a CONUS/OCONUS rotation rather than a sea/shore rotation due to the nature of their work.

The CONUS/OCONUS rotations are computed in a manner similar to the sea/shore rotations and are the same for men and women within the rating.

More and more, sea duty for women means duty aboard ship. About 8,500 women now serve on ships, and the number of billets will continue to grow to about 11,000 by 1996.

As more billets open for women, the Navy continues to recruit them into sea-intensive ratings such as machinist's mate, boiler technician, damage controlman, hull maintenance technician, boatswain's mate, operations specialist, signalman and quartermaster. However, nearly half of enlisted women continue to choose or are assigned to traditional ratings in administrative, medical and dental fields.

Women who strike for sea-intensive rates have the same advancement opportunities as their male peers in the same ratings. Both men and women in these ratings tend to advance more quickly than those in shore-intensive ratings.

* * *

The Navy is making adjustments to selective reenlistment bonuses (SRBs) to reflect changing requirements for trained and experienced sailors with certain skills. Chief of Naval Personnel VADM Mike Boorda said the SRB program is working well and will continue into 1992 with few changes.

The SRB plan is issued twice a year after a systematic, comprehensive review of every rating and navy enlisted classification (NEC) code. As announced in NavAdmin 117-91, new bonuses went into effect Oct. 1. Award levels are unchanged or increased for more than three-quarters of the skill levels. More sailors are eligible to receive bonuses as a result of the plan.

Of award levels reduced, decreases are small to limit the effect on sailors currently eligible for those bonuses. Ratings added to the SRB plan include aviation structural mechanic (structures and hydraulics) and mess management specialist, all in Zone A.

New SRBs also are offered for those with NECs as Marine reconnaissance team, independent duty corpsmen trained as morticians and electronic warfare operational intelligence crewmen (NEC 8203). The sole rating deleted from the SRB plan is gunner's mate (guns).

For more information, contact your command career counselor. □

Mail Buoy

Gone, but not forgotten

• *An input error resulted in* All Hands *omitting a name from the fallen shipmates list in the* Desert Shield/Storm *Special Issue — Lance Cpl. Thomas R. Adams Jr. His name was included in the memorial list previously published in June's* All Hands. *It is with sincerest humility that we apologize to his family, friends and fellow Marines.—ed.*

Two thumbs up

Petty Officer Bosco's coverage of Port Security Harbor Defense (PSHD) in the August issue of *All Hands* is most welcome and gives outstanding recognition to the Navy and Coast Guard PSHD units who performed superbly during Operations *Desert Shield/Storm.*

The commands and units described in the article were those assigned to Port Security Harbor Defense Group 1 (PSHDGru 1) in Bahrain. Similar organizations existed in the Saudi ports of Ad Damman and Al Jubail (PSHDGru Two consisting of Mobile Inshore Undersea Warfare Units (MIUWU) 103, MIUWU 112, Port Security Unit (PSU) 301 and Explosive Ordnance Disposal Mobile Units (EODMU) 3 and 5, protected the port of Al Jubail; while PSHDGru 3 consisting of MIUWU 105, MIUWU 108, PSU 303 and EODMU 5 and 9, detachments protected Ad Damman.)

The respective PSHD Groups (one per port) reported to the Harbor Defense Commander (HDC) in Bahrain. The HDC staff was composed of active-duty and reserve personnel from the Inshore Undersea Warfare Group Commanders (ComNavIUWGru 1 and 2.) RADM Robert Sutton, USN, was Harbor Defense Commander from the Command's inception in September until I relieved him following the hostilities.

As Petty Officer Bosco noted, these fine men and women did a truly outstanding job under extremely arduous conditions.

During extensive EOD port clearance operations by coalition forces in Kuwait, we developed a mini-PSHD in Kuwait City to coordinate command, control and logistics operations. Personnel for this operation were drawn from the HDC staff and the PSHD Groups in Saudi Arabia.

Once again, your coverage of Harbor Defense Command operations is sincerely appreciated by every Navy and Coast Guard man and woman who played an active part.

—CAPT W.C.S. Mays III
Naval Inshore Undersea Warfare Group 2
Williamsburg, Va.

Bravo Zulu

I am a Marine currently stationed on board a ship that is currently doing a tour of duty that required myself and many of my fellow Marine and Navy brothers to be far away from our families and loved ones.

Today, I received a copy of your *All Hands* magazine, Special Issue No. 892, that contained many interesting articles, three of which were most touching and caring. But more than that, they made myself and others feel good about what we're doing right now, that the American people still care for the military community and its families.

The articles that I am referring to are: Home Front Support (Page 53), Return to Freedom (Page 57) and Home at Last (Page 58.)

The articles made me proud to be a part of one of the finest military organizations in the world. I firmly support the all-volunteer services, and those articles show that the American public supports them also. You see, I have a firm belief and conviction in what I'm doing. I feel that during Operations *Desert Shield/Storm* many of my brothers in arms found that same conviction.

America's military has always stood against oppression and fought against the enemy that has tried to take the rights of another person away.

I believe that no matter how many ways we were to express the beliefs and convictions each of us hold, they can be best said in this quotation. "We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable rights, that among these are Life, Liberty and the pursuit of Happiness " Declaration of Independence, July 4, 1776.

It is our duty as the Armed Forces of the United States of America, to stand against any oppression that poses a threat to these rights of mankind.

Again, thank you for the wonderful articles. *Semper Fidelis.*

—Lance Cpl. R.E. Cranford
MEU Service Support Group 15

• *Ooh rah!—ed.*

What about us?

I was recently disappointed to note that you omitted some key participants in Operation *Sharp Edge* from your article entitled 'Flexible Response' in your *Desert Shield/Storm* Special Issue.

Upon completion of our West African Training Cruise '90 duties in mid-August 1990, USS *Barnstable County* (LST 1197) was diverted from a transit back to Little Creek and on Aug. 16, arrived on Mamba Station to participate in the [noncombatant evacuation operation] and support of the American Embassy. Less than 48 hours after arriving we received 203 people and over the next two and one-half months, we were the "Ferry to Freedom" for a total of 514 people.

Shortly after we arrived on station, the Mediterranean Amphibious Ready Groups turned over and *Barnstable County* and USS *Whidbey Island* (LSD 41) were left as JTF *Sharp Edge.* We finally departed on Nov. 4 when relieved by USS *Newport* (LST 1179) and *Whidbey Island* was eventually relieved in early December by USS *Nashville* (LPD 13).

Just wanted to make sure credit is received where credit is due.

—CDR Richard H. Enderly
ComSeventhFlt
FPO San Francisco

Sharper edge

I was very pleased that Operation *Sharp Edge* was included in your special edition. With all the coverage of Operations *Desert Shield/Storm,* it seems that other operations expertly conducted by the Navy/Marine Corps teams were all but ignored. I was however, disappointed by the omission of my former command, USS *Barnstable County* (LST 1197). Returning from a successful eight week training cruise to West Africa (WATC 90,), we were diverted to join USS *Saipan* (LHA 2) and the other units of the MARG on Mamba Station. The "Barn" stayed on station after the departure of *Saipan,* USS *Ponce* (LPD 15) and USS *Sumter*

Mail Buoy

(LST 1181), in company with USS *Whidbey Island* (LSD 41).

It is with pride that I can say that *Barnstable County* evacuated nearly 500 refugees from Monrovia and transported them to safety in Freetown, Sierra Leone. During our entire participation in Operation *Sharp Edge*, the sailors and Marines on board performed selflessly to ensure that the comfort and safety of our guests which was evidenced by the heartfelt thanks directed their way by each evacuee upon their departure.

—LT David A. Kelly Jr.
Twentynine Palms, Calif.

• *Sorry for the omission. Thanks for updated info.—ed.*

Who was there?

This is an attempt to correct information in the "Chronology" section in the *Desert Shield/Storm* special issue of *All Hands*.

Under March 3 it states "Navy CH-46 helicopters rounded up surrendering Iraqi troops on Faylaka Island."

The correct information is that it was four Marine Corps helicopters — two UH-1N *Hueys* and two AH-1W *Cobras*. One Huey had a loudspeaker and the other three helos were flying as protection.

I am sure about this information because I was on the Huey with the loudspeaker. The entire story is quite interesting and I have photos I took of Faylaka and of the Iraqi troops surrendering to us.

—Staff Sgt. Robert A. Turner
NAS New Orleans

Congratulations on the *Desert Storm* Special Issue of *All Hands*. It was a fine tribute to the men and women of the Navy and Marine Corps who performed so well during Operations *Desert Shield* and *Desert Storm*. For historical accuracy, the chronology on page 62 of this Special Issue requires the insertion of the following statement immediately below President Bush's order on 8 August for U.S. armed forces to deploy to Saudi Arabia.

"— Advance elements of the 2nd Air and Naval Gunfire Liaison Company (ANGLiCo), II Marine Expeditionary Force (MEF), in support of the U.S. Army's 82nd Airborne Division, deploy to Saudi Arabia, arriving at Dhahran airfield on 9 August."

By the 14th of August, when the first elements of the 1st Marine Expeditionary Force arrived, my Marines had already been hard at work coordinating air and naval gunfire support for the airborne infantry forces defending the vital port facilities in the vicinity of Al Jubayl.

I do not want anyone to forget that the thin "line in the sand," which enabled follow-on Navy and Marine Corps units to conduct unmolested Maritime Prepositioning Force operations at secure facilities, was drawn by the U.S. Army's 82nd Airborne Division and the Marines, sailors and a soldier from 2nd ANGLiCo.

Again, thanks for a superb issue of *All Hands* and for taking the time to read the words of a commander who wants to ensure that his men receive the historical recognition they deserve.

—Lieutenant Colonel S. J. Labadie
Commanding Officer 2nd ANGLiCo
Camp Lejeune, N.C.

• *Thanks for setting the record straight.—ed.*

Reunions

• **Tin Can Sailors** — Reunion Jan. 18, Orlando, Fla. Contact Harold Sternberger, 5328 Seaton Hall Lane, Orlando, Fla. 32821; telephone (407) 239-4167 or (609) 655-9070.

• **USS Okinawa (LPH 3)** — Reunion Jan. 27-31, Palm Beach County, Fla. Contact CAPT W.T. Brown, Navy Aviation Supply Officer (02), 700 Robbins Ave., Philadelphia, Pa. 19111-5098.

• **USS L.S.M.R. (196),World War II** — Reunion Feb. 15-16, Long Beach, Calif. Contact Chuck Straube, 16131 Ballantine Lane, Huntington Beach, Calif. 92647; telephone (714) 846-2105.

• **USS Dickens (APA 161) and Fire Support Group LCF 27** — Reunion Feb. 20-23, Biloxi, Miss. Contact Norman L. Rowse, 305 N. Brent St., Ventura, Calif. 93003; telephone (808) 643-1865.

• **USS Tuluran (AG 46)** — Reunion February 1992, Hickory, N.C. Contact Larry Eckard, P.O. Box 5145, Hickory, N.C. 28603; telephone (704) 256-6274.

• **Food Service Management Team** — Reunion February 1992, Hickory, N.C. Contact Brenda Eckard, P.O. Box 5145, Hickory, N.C. 28603; telephone (704) 256-6274.

• **Red Rippers** — Reunion proposed. Contact LCDR P.M. Pompier, VF 11, Unit 60118, FPO AE 09504-6102.

• **USS Higbee (DD 806)** — Reunion proposed. Contact Rod Rodello, 829 S. 43rd St., Springfield, Ore. 97478; telephone (503) 747-9149.

• **USS Dorthea L. Dix (AP 67)** — Reunion proposed. Contact Richard Daecher, 654 Shultz Road, Washington Boro, Pa. 17582; telephone (717) 684-5957.

• **LCI 422, 442, 558-561, 564-568, 580, 751 and 752 (World War II)** — Reunion proposed. Contact R.F. Schrader, 2137 Minute Court, Stone Mountain, Ga. 30087.

• **USS Genesee (AOG 8) and USS Tom Bigbee (AOG 11)** — Reunion proposed. Contact Ace Ficke, P.O. Box 977, Pinon, Ariz. 86510; telephone (602) 725-3454.

• **USS Allen (DD 66)** — Reunion proposed. Contact Arthur J. Reinhard, 2 Cooper Court, Freehold, N.J. 07728; telephone (809) 308-1301.

• **USS Makin Island (CVE 93) and VC 41, 84 and 91** — Reunion proposed. Contact Gus Youngkrist, 1900 S. Ocean Blvd., 15-N Pompano Beach, Fla. 33062; telephone (305) 943-8891.

• **USS Dupage (APA 41)** — Reunion proposed. Contact Clarence E. Roberts, 213 Highland Ave., Edgefield, S.C. 29824.

• **USS Oglethorpe (AKA 100)** — Reunion proposed. Contact Ronald L. Williamson, 639 Oxford St., Belvedere, N.J. 07823; telephone (908) 475-4435.

• **USS Orleck (DD 886)** — Reunion proposed. Contact James E. Allison, 8401 Timber Glen, San Antonio, Texas 78250; telephone (512) 681-0443.

BUCN William Shipman waits for an enemy aggressor during an exercise with Naval Mobile Construction Battalion 1. Photo by PH2 Ron Heppner.

Navy's wetlands ● Page 30

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ALL HANDS

DECEMBER 1991

A day of infamy

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16
PERIODICAL

Participants in the 16th annual Marine Corps Marathon pass the 24-mile marker of the 26.2-mile race. Known as the "people's race," the 1991 running drew a record 14,500 to the streets of the nation's capital Nov. 3. Photo by LTJG John M. Wallach.

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ADM Frank B. Kelso II
Chief of Information
RADM Brent Baker
CO Navy Internal Relations Activity
CAPT Jolene Keefer
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ALL HANDS

MAGAZINE OF THE U.S. NAVY
DECEMBER 1991 — NUMBER 897
69TH YEAR OF PUBLICATION

Photo by PH2 B. Mortimer

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Front Cover: The remains of destroyers USS *Cassin* (DD 372) and USS *Downes* (DD 375) lie in drydock with battleship USS *Pennsylvania* (BB 38) astern following the Dec. 7, 1941, Japanese attack on Pearl Harbor. The torpedoed cruiser USS *Helena* (CL 5) is beyond the crane at right. See story Page 32. U.S. Navy photo.

Back Cover: FC3 Keith Ramey of USS *Capodanno* (FF 1093) mans the fire control radar during a Refresher Training mass conflagration drill off Guantanamo Bay, Cuba. See story Page 24. Photo by JO1 Chris Price.

News You Can Use

CHAMPUS expands nonavailability requirements

As of Oct. 1, 1991, some CHAMPUS (Civilian Health and Medical Program of the Uniformed Services)-eligible sailors and their families will need nonavailability statements (NASs) from nearby military medical facilities before CHAMPUS will share the cost of certain kinds of outpatient treatment by civilian health care providers. NASs certify that a particular type of care is not available from uniformed services hospitals.

In the past, NASs were needed only for nonemergency inpatient care from civilian sources for people who lived within a zip code service area of the nearest military hospital.

Now the NAS must be entered electronically in the Defense Eligibility Enrollment System (DEERS) computer data files by the service hospital or the CHAMPUS claim will be denied. Beneficiaries will no longer be required to attach a copy of the NAS to the claim form.

There are 14 outpatient procedures for which NASs will now be required. A patient does not need an NAS to visit a physician to have a procedure diagnosed — only when the procedure is actually performed.

Sailors whose home address zip code falls outside the local military hospital's service area do not need NASs before they seek civilian health care under CHAMPUS. An NAS is not required for people who live within a service hospital's zip code service area and require emergency care (that meets CHAMPUS guidelines as an emergency) from a civilian hospital, or who have primary health insurance or a program that provides coverage for the needed treatment and pays before CHAMPUS.

An NAS is not required for care at student infirmaries, residential treatment centers, specialized treatment centers, skilled nursing facilities or alcohol rehabilitation facilities under CHAMPUS' Program for the Handicapped or under the Military-Civilian Health Services Partnership Program.

For more information about NASs, including how to get one, how long they are valid and how to appeal the denial of one, contact your health benefits advisor at the nearest military medical treatment facility. □

VA reduces interest rate for home loans

As of Sept. 18, 1991, the Department of Veterans Affairs (DVA) has reduced its loan interest rate for home loan guarantees from 9.5 to 8.5 percent. Also reduced were graduated payment mortages, home improvement loans, manufactured home loans, manufactured home-lot only loans and lot loans.

This is the third change in DVA loan rates this year as a result of changing market conditions.

All rates are still subject to change at any time. Sailors holding high interest rate mortgages should consider refinancing their loans to take advantage of rates currently available. A reduction in loan interest rates can be a significant cost-saver.

More information can be obtained from the VA office in the state where the property was originally purchased. □

TQL master trainers needed

Volunteers are being sought to fill newly-designated Total Quality Leadership (TQL) master trainer billets. TQL master trainers will be responsible for teaching Navy TQL techniques to command TQL representatives. Billets are located at Naval Amphibious Schools Little Creek, Va., and Coronado, Calif.

The first class of two officer and eight enlisted volunteers convened in October at Naval Air Station Pensacola, Fla. Candidates for upcoming classes are being sought. Classes begin March 9, 1992, in San Diego, and July 27, 1992, in Norfolk. Each class is 18-weeks long and is followed by a two-year permanent change of station (PCS) tour as a master trainer.

Applicants must be E-6 through E-9 or O-3 through O-5. Other qualifications include: outstanding performance, shore duty eligibility and knowledge of math or statistics. TQL experience is preferred. Previous instructor duty is a plus but not a requirement for enlisted applicants.

Additional details on application procedures are contained in NavAdmin 123/91. □

Navy leader planning guide available

The Navy Leader Planning Guide (NLPG) aids Navy leaders — specifically junior officers and senior enlisted personnel — by reminding them of pertinent administrative dates and information. At least 150,000 active-duty and reserve personnel will receive the NLPG.

NLPGs (NavPers 15255S and NSN 0500-LP-459-6200) are made available to commands through an automatic annual distribution in December. Commands must have been on the Standard Navy Distribution List (SNDL) as of Oct. 15, 1991, to receive the 1992 guide automatically.

If you are unable to get on distribution or need additional guides, submit a requisition via normal supply channels to Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa. 19120-5099.

Any questions about the NLPG should be directed to Command Excellence and Leader Development Division (Pers-62), Bureau of Naval Personnel, Attn: NLPG, Washington, D.C 23070-5620. □

JOBS teaches sailors basic skills

The Job-Oriented Basic Skills (JOBS) program provides training in six career fields that can lead to 25 "A" schools. The ratings include: engineering (BT, GSM, MM); operations (OS, OTA, OTM, AW, STG); administration (PN, SK, AK, DK, YN, AZ); electronics (AT, AX, AQ, ET, FC, GM, EW); electrical (EM, CE, IC); and navigation (QM).

This program provides "A" school prerequisite skill training and qualifies ineligible sailors for "A" school or for a more technically demanding school than they initially qualified for. JOBS graduates are guaranteed an "A" school seat within the rating aggregate of the JOBS strand. The Women's Study Group has recommended JOBS as a tool to help integrate enlisted women into careers now available to them.

For more information, contact Dr. Imelda Idar, Pers-1121, at Autovon 225-9540 or commercial (703) 695-9540. □

It's a package deal...

Dispelling selection board myths

Story by JOCM(SW) Mark S. Malinowski

The FY92 Selection Boards have concluded and planning is underway for FY93. This year, like every year, there was a lot of joy and a lot of disappointment. This year, like every year, there were still those individuals who were not competitive enough for selection and, as a result, will seek solace in one or more of the many myths that surround the Navy's selection board process.

To start, there are a few realities you must accept if any discussion of selection boards is going to be meaningful. The first is that selection to E-7 (or any enlisted or officer grade) is vacancy driven. In the "big picture," there are always more candidates than there are positions to fill. In this year's case, there were more than 29,000 first class petty officers competing for approximately 6,000 positions.

With a selection rate of 20 percent, competition to fill the vacancies was keen, and simply being good in one's rating and being a good shipmate was not enough, in most cases.

One of the most difficult aspects of serving on a selection board is seeing service records of good, hard-working sailors who come to work every day, do their jobs well and are well-liked and respected, but will not be selected. The people who are being selected are, for the most part, doing what our good shipmate is doing — and much more.

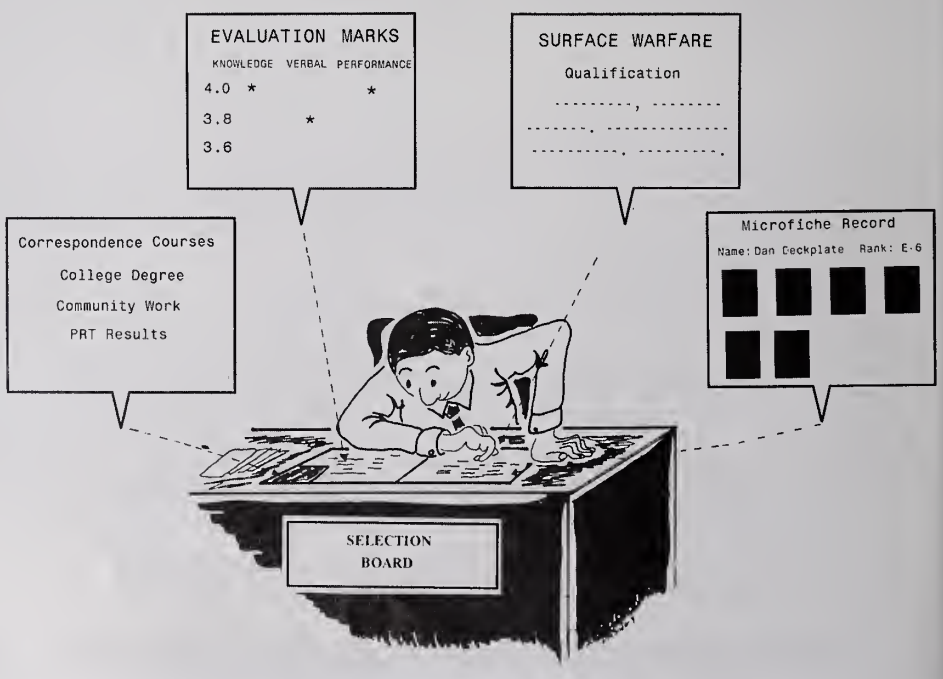
Another reality is that nonselection does not necessarily mean anything negative. When a sailor's name doesn't appear on the selection list, one of the first questions he or she asks is, "What's wrong with me?"

Nonselection doesn't have to mean that anything is wrong. Those individuals who were not promoted are still making a valuable contribution to the Navy and are professionals necessary for completing the mission. Remember: Selection to chief petty officer (CPO) is a competition where there are selectees and nonselectees — not winners and losers. When only a few can be promoted, a lot of good sailors will be passed by.

It isn't hard to understand why selectees are pretty satisfied with the selection board process. Most individuals who have been selected for CPO have thought privately (whether they admit it or not), "Well, they finally did something right."

Nonselectees, however, sometimes refuse to look at themselves, see what they need to do to be competitive and seek to blame "the system." This is how myths about selection boards get started and strengthened. Every selectee who in an attempt to console his nonselected shipmate says, "Sorry buddy, you got screwed," reinforces the myths.

The fact is, there are very few "victims of the system" out there, and when the system catches up with them, it does what it can to put things right. An example of this is the special selection boards that look at those individuals who could not get screened at the regular boards. With this in mind, let's look at the 10 most common myths about selection boards. Doubtless, there are others — enough to fill a weighty tome — but these seem to be the most prevalent:



• Test scores don't count. Once you make the board, test scores are tossed out.

The number of individuals who send in copies of their profile sheets indicates this myth is alive and well, as do some of the truly low test scores. The fact is, test scores do count. Everything counts. Nobody will be nonselected simply because of a low test score, but in the initial scoring of an individual's record the test score is counted. Don't stop studying. It shouldn't be too difficult to understand that when a board member sees a high test score, it says something about that person about to be screened.

• The selection board looks at your last five or six evals, so it's good to have a lot of recent special evals if you had a few weak evals early on.

When computing a multiple, either for advancement to petty officer grade or to make it to the E-7 selection board, a numerical average of the marks from a certain number of evaluations is used. When a record goes before the board, however, it is screened primarily for the past five years, not just current evals.

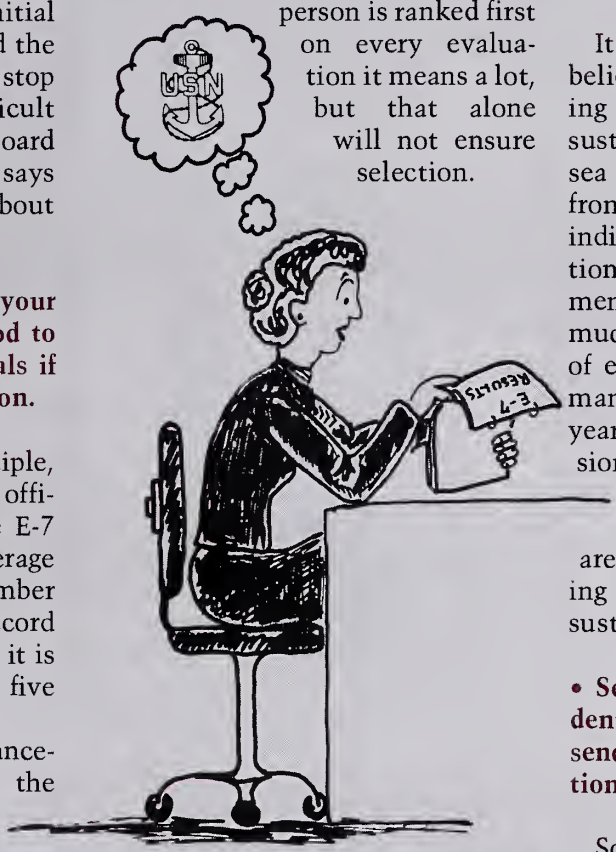
The more competitive advancement is in a specific rating, the further back the board may have to look, particularly when looking at people with similar career patterns. Having a special eval written for you at the time the board convenes may not necessarily help you.

• The board doesn't look at the evaluation marks — it only reads the write-ups; or, a couple of "3.8" marks is the "kiss of death."

Once again, the board looks at everything. Of course, the marks count for something, otherwise the Navy wouldn't take the time and effort to have them on evaluations. But if the marks counted for everything, there would be no need for the evaluation comments. The entire evaluation is looked at, and both sides are balanced.

A couple of "3.8" marks on an otherwise excellent evaluation may be looked at as an aberration.

Ranking is important, but it's only a part of each eval. Certainly, if a person is ranked first on every evaluation it means a lot, but that alone will not ensure selection.



• A single person on the board (a friend or enemy) will either ensure or preclude an individual's selection.

How often have we heard this one, in all its forms? "He must have had a buddy on the selection board," or "Master Chief So-and-so knew me on my last ship, and we didn't get along." There are many variations. To start, each board member takes an oath, and part of that oath is impartiality. Every candidate's record is looked at by a minimum of two people, and any disparity in scoring the record will require a third or even fourth look. Any board member trying to "push through" or "railroad" an individual will regret it. It simply will not be tolerated by the panel members, the president of the board and the Chief of Naval Personnel.

• Every year, the board is looking for something different.

It seems that just about everyone believes this one. The board is looking for the same thing every year: sustained superior performance — at sea and ashore. What may change from year to year is the "limit" of an individual rating — sea/shore rotation may change, etc. Special assignments can make a difference, inasmuch as they demonstrate breadth of experience, but the board is not mandated to pick instructors one year, recruiters another, etc. Expressions like, "They are looking for instructors this year," or "They were looking for gizmo techs" are excuses. The board isn't "looking for" any specific thing — just sustained superior performance.

• Sending a big package to the president of the board helps and failing to send in a package means nonselection.

Sore subject. If an individual is truly interested in promotion, he or she should take the time to order and screen the microfiche record the board will be using. If an evaluation or a qualification (EAWS, ESWS, diving officer, etc.) is missing, then by all means, send a certified copy of it to the president of the board. The board needs to see that sort of information, and it might possibly make a difference.

Unfortunately, the majority of packages the board sees are simply duplications of material contained in the individual's microfiche. It

takes a lot of time to read the same information twice — time that the selection board can ill afford to waste.

The biggest myth of all, that "you've got to send a package to the board to get selected," is not so. The board only needs additional or missing material, not copies of everything with your name on it. The number of these types of packages leads board members to believe that people are not reviewing their records. Remember: Your record is *your* responsibility. Sailors who are interested in their careers should take the time to insure that awards, qualifications, courses, evaluations, etc., are properly documented in their service records — both the "field jacket" and the microfiche. It's important to note that the microfiche records section at the Bureau of Naval Personnel handles 40,000 to 50,000 items daily. Things get lost or misplaced occasionally — accidents do happen. The error rate is surprisingly low, but nobody's perfect.

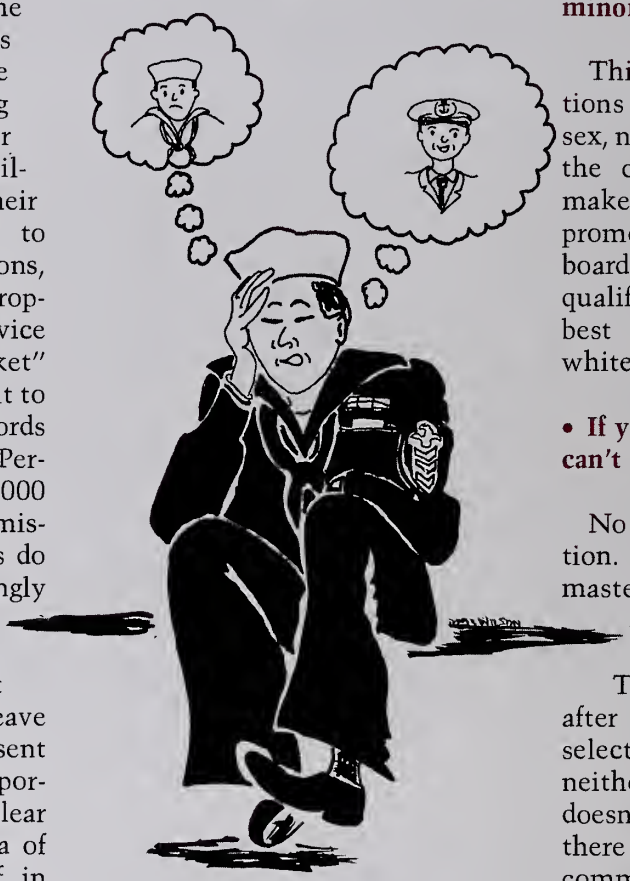
Along the same line, it doesn't hurt to be realistic about sending a package. When a Leave and Earnings Statement (LES) is sent and the "Charity Allotment" portion is highlighted, it seems clear that this individual has no idea of what the board is looking for. If, in the review of your record you see there is no citation for a recent award, you may want to send it in to the board.

There is no need, however, to send the citation, the summary of action, the DD Form 1650 (award recommendation) and all the rough to accompany them. An exaggeration, you think? The most frustrating thing was to see a one-inch thick package that had everything in it (including the record of emergency data) — but one eval is missing from the microfiche.

The most important thing to remember is if you do send a package, be sure it's properly addressed, sent early enough and it contains useful information.

• Working for a "big shot" will guarantee selection.

Ask all the nonselectees working on flag officer staffs about that one. Once again, sustained superior performance is the criterion. If a vice admiral is signing your eval, that does not mean automatic promotion. It may be noteworthy, but everyone, regardless of the assignment, will be compared with their peers, and if an individual with O-4 signatures has done more to make him or herself competitive than the individual with the O-8 or O-9 signatures, then the former will "get the nod."



Incidentally, the board does not get a list of individuals to promote, nor does the board get called by flag officers with promotion requirements. This is basically the same system that got the flag officers where they were — they respect its sanctity and its ability to do the right thing.

• The board is given quotas for minorities and females.

This simply is not true. Promotions are made regardless of the race, sex, national origin, religion or age of the candidate. Every person who makes the board is as eligible for promotion as the next. The E-7 board is charged to select the best qualified chief petty officers, not the best black chiefs; female chiefs; white chiefs; Asian chiefs, etc.

• If you don't (fill in the blank), you can't make chief.

No one thing will guarantee selection. There are individuals with masters degrees who did not get selected, and there are high school drop outs who did. There are people with (SW/AW) after their ratings who did not get selected, and there are others with neither who did. Being a scout leader doesn't guarantee promotion — there are individuals with little or no community activity who got promoted. The board looks at the whole person, or the whole record. Certainly, it helps to have a warfare designation. Certainly, it helps to have a degree, and it's good to be involved in the community. None of these things, however, can guarantee moving up.

Doing correspondence courses is a very good thing, but having nothing noteworthy in your record besides a lot of courses doesn't meet the definition of sustained superior performance. Having a lot of collateral duties shows motivation and flexibility, but never working in the rating for

all the collateral duties may raise questions as to the person's rating skill. Every record (every person) is a separate entity and is judged on its own merits. A lack of one thing may be balanced by something else. The board doesn't "take points off" for not having an ESWS pin, but if the person has had the opportunity to get one and hasn't, other noteworthy things will need to be in the record to make that person competitive with those who did get qualified.

• If you're too early, you won't make it. Or, if you're approaching retirement, you won't make it. Or, you have to be in the 11- to 15-year bracket to make it.

As stated above, everyone who gets before the board is as eligible for promotion as anyone else. If a person is "too early," he or she won't meet the time in grade requirements to appear before the board. If a person has an approved fleet reserve or retirement date, his or her record won't go to the board. The reasons that there are fewer early (less than 10 years of service) selectees are: there are fewer candidates, and the more senior candidates have more opportunity to make themselves more competitive — simply because they've had more time in the Navy to do it.

An early candidate who has worked hard to be competitive will probably get selected, while a senior candidate who has let his or her feet get buried in the sand probably won't. While guidelines are established for the number of early selectees, the number affects the overall quota for selection, and is not applied to individual ratings. In other words, when a panel looks at a rating, it is not mandated to pick "so many" earlies or given a quota of earlies that it can't exceed. However, before the board is over the total number of early selects must be determined so as not to exceed the number established by the precept.

It's time to get philosophical. If you know that advancement is driven by vacancies, it shouldn't be hard to figure out that the board is going to select those individuals whose records shout, "Look at me — make *me* a chief!" As discussed earlier, if promotions were simply rewards, a lot more people would get them. There are a lot of truly deserving people out there, and the people who got promoted *made themselves* more promotable than their peers. The reward for this is advancement.

It's good to think about something the president of the recent E-7 board, CAPT Joseph Denigro said. He was talking about how the Navy rewards those individuals who have made themselves competitive for advancement. The reward is more headaches and frustrations. Think about it. That's what promotion to CPO is all about. Making CPO doesn't mean having all the answers. CPOs can be as confused as anyone — only we are confused on a higher level and about more important things; and we are also now responsible for getting the answers. Promotion to CPO means more responsibility, more frustrations, more headaches and the opportunity to get in trouble with more senior people. Sound good? It is.

After looking at some myths and facts about selection and selection boards, there is one fact that is the most important: If you want to be promoted, nobody — not a selection board, the Chief of Naval Personnel or your commanding officer — can make you promotable. That is something only you can do. Make promotion a goal and start working for it now. The harder it is for a selection board to make a decision, the better off our Navy is. □

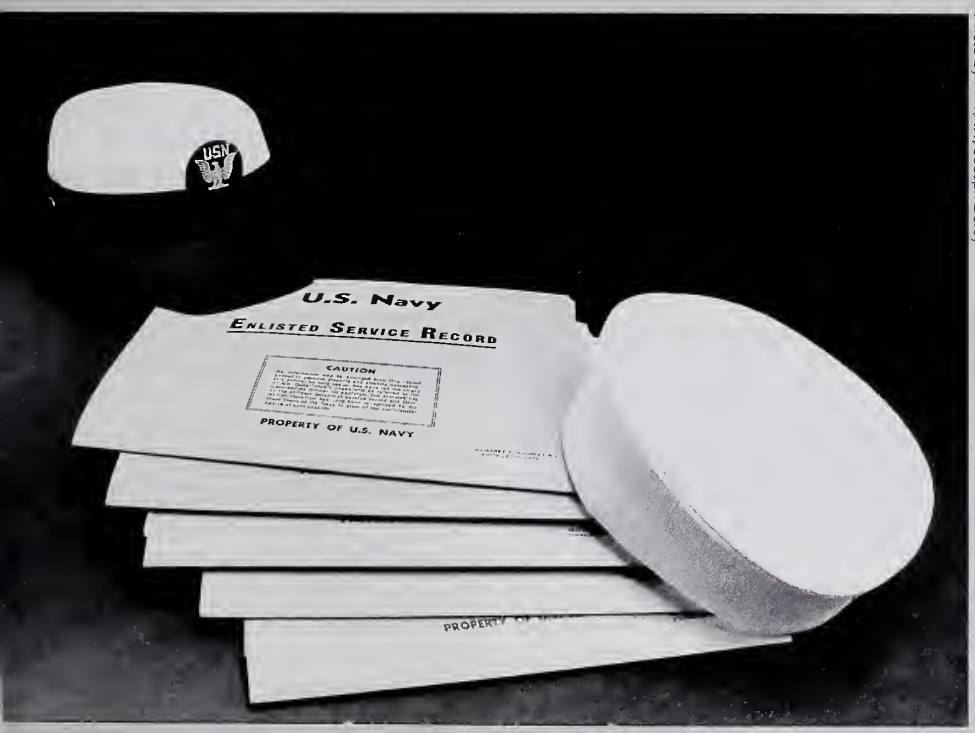


Photo by PH1(AW) Joseph Dorey

Malinowski is the public affairs officer of Naval Air Station Kingsville, Texas. He was a member of the FY92 CPO selection board.

Remembering blood spilled

Newest Aegis *cruiser honors Hue City warriors*

Story by JO3 Nancy Hesson, photos by JO3 Russ Clayton

Few events ring of Navy tradition as much as a ship's commissioning. But Marine Corps tradition also played heavily at the Sept. 14 commissioning of USS *Hue City* (CG 66) in Pascagoula, Miss., with more than 400 red-capped Marine Corps veterans among the crowd of more than 3,000.

The first U.S. Navy warship named for a battle fought during the Vietnam War, *Hue City*, honors the U.S. Marines, soldiers and sailors involved in the fight to retake the old imperial capital city of Hue from invading forces during the 1968 Tet offensive.

From Jan. 31 through March 15 of that year, approximately 2,500 Marines fought and defeated more than 11,000 North Vietnamese and Viet Cong forces. Bitter house-to-house and sometimes room-to-room fighting challenged Marines more accustomed to fighting in Vietnam's hills, jungles and rice paddies.

According to a Fleet Marine Force Pacific document titled, "Operations of U.S. Marine Forces Vietnam, February 1968," the battle of Hue was won by riflemen in close combat — seldom exceeding grenade-throwing range.

"It was probably one of the greatest battles Marines fought since World War II. We went up against superior forces; we defeated those forces," said Bernie Burnham, a Hue City veteran. "Any time we engaged [the enemy] in Vietnam, we beat 'em, man-to-man, but the political situation was such that we couldn't win the war. But I'm just proud of everybody," Burham added, "and this commissioning of *Hue City* is very, very special."

Other Hue City veterans shared Burnham's pride in the commissioning. According to Brian Fuller, the time was right to recognize the contributions of Vietnam veterans.

"The general public is finally starting to figure out we did indeed do something positive. I love it that they named a ship after the stuff we did," Fuller said.

Distinguished guests who spoke at the ceremony included commissioning officer VADM Francis R. Donovan, commander, Military Sealift Command; VADM Robert K.U. Kihune, Assistant Chief of Naval Operations (Surface Warfare); RADM George Hutching, *Aegis* program manager; and Brigadier General Michael P. Downs, commanding general, Marine Corps Base, Camp LeJeune, N.C., who is also a Hue City veteran.

"We should be proud of our Vietnam experiences," said Downs. "No group of Americans ever gave more freely of themselves, performed more professionally, fought, suffered and died more courageously than those who served in Vietnam."

"This is a special day for all Vietnam veterans and families, who deserve long-overdue recognition and for the Navy and Marine Corps team that has contributed so much to this nation's security for more than 200 years," said Chief of Naval Personnel VADM Mike Boorda, the commissioning's principal speaker.

During the battle for Hue, U.S. forces suffered 148 deaths, while the invading force lost more than 5,000.

One of the battle's high points occurred Feb. 6 when, after recapturing the provincial headquarters, three Marines raised an American flag that Sgt. Maj. Frank Thomas Jr. (then a gunnery sergeant) carried under his flak jacket.

Photo courtesy of Ingalls Shipbuilding

Left: USS *Hue City* (CG 66), the newest *Ticonderoga*-class *Aegis* cruiser built for the Navy, sails through the Gulf of Mexico during predelivery sea trials. Below: The order is given for all hands to man the rails of *Hue City* as part of her commissioning in Pascagoula, Miss.

"After we assaulted [Hue City], we ripped down the North Vietnamese flag and put our flag in its place," Thomas said. "We felt it was the appropriate thing to do," even though usual policy was to raise the South Vietnamese flag in deference to its sovereignty.

Thomas and his fellow Marines, Walter Kaczmarek and Alan McDonald, raised that same U.S. flag aboard *Hue City* during the commissioning ceremony. Kaczmarek even wore the pair of combat boots he wore that day in Hue.

The crew of *Hue City* has established many close ties with the battle's veterans. Crew members advertised in veteran-related publications, sent out invitations and spoke personally with many veterans. During the weekend, the crew hosted receptions, tours and a religious service for the veterans.

"I've looked forward to it for more than a year now. We've worked hard

***Hue City* plank owners raise the national ensign up the aft flagstaff for the first time during commissioning ceremonies.**

to make this happen, not just for us, but to bring in the Hue City vets and make them a part of it. We wanted them here. They're the ones that this ship is all about," said LT Joe Lacefield, a *Hue City* crew member.

Some *Hue City* sailors served in the armed forces during the Tet offensive. For them, being *Hue City* plank owners has special significance, and they try to pass the historic perspective on to younger crew members.

According to Master Chief Master-at-Arms (SW) Johnny F. Long, *Hue City*'s command master chief, most sailors are too young to remember the Vietnam War or to know about the Tet offensive.

"I try to explain that it was a battle in a war that had to be fought," said Long. "A lot of our comrades gave their lives, and this is what this ship is all about."

Hue City crew member Chief Fire Controlman (SW) Venner Milewski served aboard a ship that provided gunfire support during the battle of Hue. "It's unique having the opportunity to be on a ship named for a battle you participated in," he said.

Quartermaster 3rd Class Timothy Crossley felt "honored to sail on a ship that's named after a battle that men fought and died for to win."

The battle of Hue City created a brotherhood of those individuals who fought it, according to Burnham. Another veteran said the ship added to the strong bond between the Navy and the Marine Corps. "The Navy and the Marine Corps have been together for more than 200 years. Regardless of what goes on, we're going to be together another 200 years," said Dennis Studenny. "This is a nice way for our government and the Navy to say, 'Thanks Marines.'"

After bringing the ship to life and manning the rails, the 360-man crew honored Hue City veterans with three loud cheers.

The new ship's crew is inspired already by Hue veterans, according to Lacefield. "The history and tradition of this ship are going to carry on for years to come," he said. "We've got a rich tradition already with the Marines and the battle of Hue, and we're going to build on that and keep on going. We're going to do great."

Downs, a company commander in the battle of Hue, echoed the support of other veterans when he told the crew members of the newly-commissioned ship, "When USS *Hue City* sails into harm's way, we will be with you." □

Hesson is assigned to the public affairs office, Bureau of Naval Personnel, Washington, D.C. Clayton is assigned to the public affairs office, Naval Construction Battalion Center, Gulfport, Miss.

Real people

Storm *heroes captured on video*

Story and photos by JO1 Mike Perron

A young Kuwaiti mother grabs her child and stumbles across a street in front of the Bank of Kuwait while Iraqi machine guns spray bullets around her. Through the smoke and chaos an Iraqi bullet finds the young woman, and she crumples to the pavement still clutching her daughter's hand.

This is war — Hollywood-style. The mother and child are actors, the bullets are blanks, the smoke made with kerosene and charcoal briquettes and the Bank of Kuwait is really the Shore Intermediate Maintenance Activity (SIMA) at Naval Station Long Beach, Calif. NAS Long Beach, Naval Air Station Miramar and Marine Corps Air Ground Combat Base Twentynine Palms, Calif., played host to Hollywood recently for the filming of "Heroes of the Storm," an ABC television movie.

"This is a movie about how individuals faced the Gulf War," said Don Ohlmeyer, the show's producer. "It's not just about sacrifices on the battlefield — we want to show the human side. It's a very positive movie."

In fact, the military was so pleased with the story line, it granted the production full DoD cooperation. "This is the first multi-service approved motion picture in some time," said CAPT Mike Sherman, director of the Navy Office of Information West and the movie's DoD project officer.

In addition to turning the area surrounding SIMA into Kuwait City for the invasion scenes, the naval station's coin-operated laundry was transformed into an Arabian bazaar through the magic of Hollywood. Everything from Arabic traffic signs to the license plates on cars is accurate. Even the extras portraying military members are the real thing, with many naval station sailors earning some extra cash in their off-duty time playing themselves in the movie.

Top left: A car explodes, and stuntmen tumble as movie-makers simulate an Iraqi tank firing to clear a path through Kuwait City. Above: A cameraman captures the "pseudo" invasion of Kuwait on videotape.

Long Beach was the location of choice for the Kuwait City scenes for several reasons, according to Ohlmeyer. "We looked high and low for the right place, and the naval station was the best. The waterfront location, availability of [military] men and women who looked the part and the ability to control access to the set all came into play," he explained. He added that the Navy's commitment to the picture certainly helped. Because of its proximity to major movie studios, scouts for production companies are frequent visitors to the base, looking for location sites.

"Heroes of the Storm" was shot on videotape instead of film. Using videotape speeds the movie-making process, allowing instant playback of scenes so the director can quickly correct mistakes. "It will have the look of a TV news show to it," said LT Jim Brooks, the Navy's Hollywood liaison. □

Perron is assigned to the public affairs office, Commander Naval Surface Group, Long Beach, Calif.

Photo by PH1 Dave Baumgarte

Under the microscope

Americans thrive in Cuba, communism's final foothold

Story by JO1 Chris Price

Frequent flyers to the Naval Station at Guanatanamo Bay (Gitmo), Cuba, advise newcomers that prior to the plane's touch down on the 8,000-foot runway, the aircraft will make a noticeable right dip. In fact, Navy air traffic controllers at Gitmo confirm this is true — just the pilot's effort to avoid a section of Cuban airspace.

After landing at Gitmo's naval air station, located on the Leeward side of the base, passengers are notified through a loudspeaker system to claim their luggage at the hangar bay in about two hours. In the interim, many board a bus to the ferry landing to cruise to the more populated side of the base, called Windward. They chat and seem to know one another by name.

Suddenly, the ferry comes to a halt in the middle of the blue Caribbean water; but it's no emergency — only the driver rendering a salute to Windward and Leeward's commanding officer and "mayor" — CAPT Bill McCamy, whizzing by aboard his Navy gig. For a moment, the scene is amusing. But once passengers disembark on Windward, the cold realities of where they are begin to sink in — fence lines and observation towers are clearly seen. Warnings of land mines are posted on the outside of fences and are written in Spanish. This is really communist soil.

Photo by JO1 Chris Price

The U.S. Naval Base Guantanamo Bay, Cuba, encompasses only 45 square miles — 15 square miles of water, 30 square miles of land. The total population is about 6,700, which includes almost 2,500 members of all military branches. As

Above: Cuba's rugged countryside. Left: Family member Tracy O'Connor at her front door in base housing.

Photo by JO1 Chris Price

Photo by PH2 B. Mortimer

Left: One of many types of family housing. Below: Water lines connecting the compound to communist Cuba are severed.

many as 4,000 family members, U.S. civilian employees and Cuban and Jamaican employees are affiliated with the base.

Gitmo is significant to the United States because it's one of the last U.S. outposts in the Caribbean, and American presence there is an indication of continued resolve in the region. Gitmo is vital to U.S. interests because of its proximity to major shipping routes through the Caribbean, the Gulf of Mexico and the Atlantic — particularly for oil and other raw materials.

However, from the Cuban government's standpoint, America's presence is unwanted and represents "Yankee imperialism." Cuban President Fidel Castro does not officially recognize the original 1903 lease agreement signed by President Theodore Roosevelt and then-Cuban President Estrada Palma, which allowed the United States to exercise complete control over the leased areas. The United States and the Republic of Cuba reaffirmed this treaty in 1934, when President Franklin D. Roosevelt signed the Good Neighbor Policy, still in effect today.

In 1959 — the year Castro and his guerrilla fighters raised their flag in Havana — Castro cashed only one annual check for $4,085 which the United States pays Cuba each year for rental of the land. The lease has no termination date. In the event that the United States should abandon the base, by agreement, the land would come under Cuban control.

The base is totally self-sufficient. Even fresh water has been distilled from sea water on the station since pipelines connecting the compound with the country's Yaderous River were severed in 1964. Gitmo is classified as sea duty — 30 months for accompanied, 18 months for unaccompanied. The uniform of the day is dungarees for E-1 through E-6, khakis for officers and chiefs.

Many select a Gitmo tour to save money. Because of its isolation, personnel have limited access to places where they could "over-spend." Americans are not allowed outside of the gate into the city, so shopping is limited to on-base facilities. Cable television — beamed by satellite from the states — has eliminated the need for Armed Forces Television in Gitmo, but Navy journalists still man and operate the Armed Forces radio station.

Gitmo is a cornucopia of international culture. Cuban exiles who have sought political asylum live on base. Jamaicans who have accepted job offers at Gitmo are also on base, along with U.S. civilian contractors on temporary assignment. The Navy also employs a handful of Cubans who still reside in Cuba and commute to the base each day.

Personnel at Gitmo know one another by face or by name. There's an overwhelming atmosphere of trust here. Parents aren't afraid to let their children walk alone, and cars aren't necessarily locked. Crime is virtually non-existent.

Whether you're American, Filipino, Oriental, Hispanic, Jamaican or Cuban — civilian or military — everyone has shopping privileges at the commissary and exchange complex called the "mall." Travelers to Gitmo who hope to find Cuban cigars, frilly Cuban shirts and souvenirs of the Cuban persuasion are out of luck. They're not sold here.

But free-of-charge are the imaginative stories passed down from sailor to sailor. One such story is that whenever a white Mercedes is parked on the hillside — Castro is occupying his bunker. Another is that the Cuban government allows its tourists to rent telescopes to look at Americans for recreation.

But stories aren't taken as seriously as the realities are. In real life, the barge which carries non-perishable food, ship supplies, furniture and other vital products arrives every other week, and termites nibble on most of the structures here. In any case, the weather is always sunny, winter uniforms are never needed, and foreign nationals are friendly romantics at heart.

"This is the best sea duty you could ever have," said Master Chief Personnelman Bill Kranz, naval station command master chief. "This base has [at least] one of every organization there is. If you have apprehensions about being on a base in a communist country surrounded by mines — after you're here about two hours you forget all about that."

Photo by PHC Dorothy Lang Martin

Year-round warm weather draws personnel to two on-base beaches.

A few sailors say that the duty is "too isolated," and a tough environment to hold a family together. "[Families] on this little piece of rock are under the microscope every day," said David Jones, director Family Service Center (FSC). "It's hard to hide any difficulties you might be having at home. You can't go to mama's house unless you have a plane, so people are forced to stay and deal with one another."

As for families adapting to their surroundings, staffers at the FSC stress that they should keep open minds, understand one another and make the best of the situation. In fact, that's what most families at Gitmo are doing.

"Isolation has made our marriage a lot stronger," said Sherri Gwynn, wife of Chief Gunner's Mate Randy Gwynn of Fleet Training Group. The Gywnns, who are scheduled to transfer in six months, are preparing their two children for the return to the states — an atmosphere which is totally different from Gitmo.

"I make them watch the news and let them know what's happening in the states," Gwynn added. "I don't want them to think they're going back to a fairyland when they're not."

Family housing at Gitmo comes in all types of styles and designs, and dwellings are scattered throughout the compound. Some are wood-frame structures built in the early 1900s — others are newer townhouses built in 1988.

Athletics and continuing education are the major off-duty activities of choice. "You could do something different every month — walking jogging, biking, swimming, tennis, golf, diving and bowling — and still find things to do," Jones said. "[Isolation] forces you to be creative — to entertain and improve yourself." But employment opportunities for military spouses are limited. "There are jobs, but there's a lot of competition," Jones said.

As for health care, some foreign nationals, U.S. military and family members are medevaced to stateside hospitals for emergency medical treatment if needed. "For urgent care and lifesaving treatment, Jacksonville Memorial [in Jacksonville, Fla.] is our best shot," said CDR William Lowe Jr., director for patient administration at the naval hospital at Gitmo. Lowe advises families scheduled to transfer to Gitmo to become acquainted with CHAMPUS (Civilian Health and Medical Program of the Uniformed Services) benefits.

Enlisted personnel assigned to Gitmo are billeted at the Gold Hill Towers bachelor enlisted quarters on Windward — a 402-room complex. There are no individual houses available for single sailors on Gitmo, except those for single parents.

The Deer Point bachelor officer quarters (BOQ) is a newer facility on Windward which houses 144 officers in two-room suites with kitchenettes. Leeward's Naval Air Station (NAS) also has a BOQ for unaccompanied officers on the aviation side. NAS provides flight and air traffic control services to planes operating in and out of the area within the restricted airspace. The station has an admin shop, supply, aviation and ordnance maintenance divisions, as well as a weapons department. Fleet Composite Squadron 10 (VC 10) provides pilots plenty of flight time. There are 12 pilots on NAS who fly eight A-4 *Skyhawks*.

Mail arrives at NAS by Military Airlift Command flights from Norfolk every three or four days. When C-130s or C-141s are loaded down with produce for the base, mail is usually put on a next available flight. Mail is a big morale booster at Gitmo, but personnel are encouraged to seek other avenues of enjoyment.

"If they get in the hibernation mode and wait for somebody to come and bring them enjoyment, they're going to be waiting a long time," said Chaplain (LT) John O. Reitz, staff chaplain at Gitmo's naval chapel. Reitz noted that the chapel programs are there to help personnel who are having difficulties coping in Gitmo.

"We have a mini melting pot at Gitmo for different reasons," the chaplain said, "and it creates its own little groans. But that's the challenge of living in a world in which we're increasingly being encouraged to honor and respect those around us." □

Price is a staff writer for All Hands.

Courtesy of Aguster "Pat" Duffus

Brothers divided by law

Story by JO1 Chris Price

Aguster and Granville Duffus have family problems. Their problems don't stem from the influence of drugs, domestic violence or childhood spats carried over into their adult lives. Rather, the Duffus brothers, born in Banas, Cuba, are victims of a dilemma called "Castroism" — the political, economic and social policies of Fidel Castro. Aguster "Pat" Duffus chose to escape from Cuba; Granville Duffus chose to stay behind.

In 1959, Aguster sought refuge on the U.S. naval station compound at Guantanamo Bay (Gitmo), Cuba. Now a U.S. citizen, he has been employed with the base security department for 39 years. He walked away from Cuba's way of life with hopes of obtaining a better one for himself and his family. Because of his affiliation with security, the Cuban government has always considered him to be a spy for the United States. Even today, more than a quarter of a century later, he's still considered a threat to Cuban security.

His older brother, Granville, who works in the supply department, is a "commuter" — a title coined by the American community to describe a worker who commutes to and from base for employment. Since Granville resides in Cuba and must abide by the laws governing its citizens, he is forbidden by the Cuban government to speak to Aguster. The following interviews with the Duffus brothers were conducted separately.

Aguster Duffus smiled and chatted with his co-workers at the security office on that fateful day in 1959, knowing that at workday's end he would face exile to seek asylum with the Americans and escape Fidel Castro's revolution which began that year in Sierra Maestra, just west of Guantanamo Bay City. His defection was successful, but it would take three lonely years, clouded with much secrecy, before he would illegally and physically pull his wife and eight-year-old daughter over the "Cactus Curtain" — a barbed wire, cactus-laden section on the Cuban side of Gitmo's 17.4-mile boundary fence. There, Castro had sharp cactus planted as a deterrent for Cubans who wished to jump over to the U.S. side. With bloodied hands, his wife's dress torn, and his daughter losing one shoe, the family ran for their lives across the naval compound.

"[The Cuban government] claimed I was a security risk to them," said Aguster, whose job entails fingerprinting personnel and

Aguster "Pat" Duffus (second from left) enjoys some musical merriment during less complicated days in the early 1950s.

Photo by JO1 Chris Price

Granville Duffus has become accustomed to laws and family separation.

snapping ID photos. "As far as the other side is concerned, 'security' means I know too much. They accused me of being from the CIA." Twice while still residing in Cuba prior to his exile, Aguster was arrested by the Cuban government. "They interrogated me and released me," he said. "They told me to forget about the base and don't go back, but the revolution was young, and I needed the American dollars." Aguster eventually told Cuban guards that he needed to return to the naval base to pick up $3,000 to $4,000 in back pay.

"You could see the dollar signs in their eyes," he said, making a pinching gesture with his fingers to his eyes. "So they gave me a little green pass. I came over — and they're still waiting for me over there [today]." During the early part of the revolution, as many as 2,000 Cubans were commuting to the base every day by boat. Barracks accommodations were provided on weekdays, while many Cubans went home on the weekends. Aguster found it difficult to trust anyone — especially in the barracks, where he slept at night among a handful of Cubans who were hard-working base employees by day, militiamen by night. "I used to sleep with one eye open," he said. "A guy could kill you and leave, and nobody would know. The following day they'd find you dead, and they wouldn't know who did it.

"There was one guy that tried to kill me once," Aguster said. "He used to walk around terrorizing the rest of the guys over here. He said he was a good friend of Raul Castro. But I sat down and thought, 'If I ran away from the communists over there . . . and I'm over here in the free part . . . why should this guy terrorize me, or anybody else?' I reported it to the intelligence office." The man eventually pulled a knife on Aguster, was subdued by an intelligence officer and banned from the naval base. "He used to send messages to me to 'never come out of the base' or he's 'gonna get me.' This went on a couple of years," said Aguster. "He [eventually] died over there."

After hearing news daily of the situation in post-revolution Cuba with little food and much rationing, Aguster decided to get his family out. He had been supporting them financially for three years with the help of commuters. Through careful planning and perfect timing, he managed to meet his wife and daughter at the fence line and pull them over to freedom's side.

On his desk in the security office sits a child's shoe, a solemn reminder of how its exact match was left behind at the Cactus Curtain so many years ago. At home, the torn dress is a constant reminder of his bride's courage.

Since Aguster has been in exile, news of his parents' deaths and wife's parents' deaths in Cuba were delivered to him by commuters. Today, Aguster has two grown daughters living in Florida. He's a grandfather who visits the states regularly. As for the prospects of ever returning to Cuba, even under a new government, he can't forsee it.

"I don't want to live in a small country anymore. My kids grew up under this culture. They would not live over there," he said. "They speak better English than I do."

As for the relationship with his brother Granville, Aguster is more emotional. "I love him," he said, his voice cracking. "But if I see him at the Navy Exchange or commissary, I just say 'hi' and walk away. I could take my brother to lunch every day," he said, "but I don't do that because it's bad for him. It would get him in trouble. If I didn't have my job in security, I could. But it's better this way."

Granville R. Duffus is the supply department supervisor for sea control handling. He is a commuter who chose not to accept an exiled separation from his family, but rather provide them a better life with funds earned from the U.S. base, where he's been employed for 47 years. "In the early days we were being watched very closely," said Granville of his relationship with his brother. "Now, if he was working in any type of job other than the one he has right now, it wouldn't make any big difference."

Granville knew how difficult it was to find employment in Cuba in

Aguster Duffus keeps his daughter's shoe as a reminder of freedom.

Photo by PH2 B. Mortimer

the 1950s, and managed to get jobs on base for all of his brothers. At that time, the base was a flurry of activity and a source of job opportunities. Both Cubans and Americans were able to ride buses through Cuba and drive vehicles through the North East Gate onto the naval compound. But now, things have changed, said Granville.

Now, two Cuban-owned buses drop commuters off near the North East Gate on the Cuban side, where they walk to the base entrance with "admit slips" in hand. "All of us are there [at the gate] every morning at the same time," Granville said. "Our numbers are dwindling — all we have now is 28 commuters — all men, and many elderly. One is scheduled to retire. If you forget your pass, you're not going to work that day — you have to go back home [and another commuter will deliver the message to your supervisor].

"If you forget your pass going out of the naval base, the Marines there can check to see if you really belong there." In the mornings, prior to reaching the North East Gate — while still on the Cuban side — the commuters are detained by Cuban guards and escorted to a room where they are instructed to strip naked. One guard stands in front of them searching for contraband taped to their chests while another searches their backs. Guards examine their teeth, gums, thighs and buttocks. Once the body search is complete, commuters dress in "American working clothes" and walk the dirt trail through the North East Gate and onto the naval compound.

At workday's end, the commuters walk out the North East Gate onto the Cuban side. They are again escorted to the same room where the strip search is repeated. Commuters dress themselves in their "Cuban clothing," and go home. Granville understands the reasoning behind the twice daily strip searches aimed at prohibiting them from carrying out any food, clothing, cigarettes or items purchased on the American economy. U.S. Marines on the North East Gate do not conduct body searches on commuters, but rather do spot checks similar to what a customs agent would do at an airport and examine hand-carried items.

"At first when [the strip searches] started, it was embarrassing," Granville said. "But now, we've got accustomed to it. Now, without anyone saying anything, we just start taking our clothes off automatically. The [guard] there doesn't feel so nice about it either, but that's the order he has." Granville said that 10 to 15 years ago commuters were allowed to bring out cigarettes until a commuter hid razor blades in the bottom of a pack of cigarettes because of a shortage of blades in Cuba.

Payday is also monitored by Cuban officials. Since U.S. banks don't operate in Cuba, at least not outside of the naval compound, all government paychecks must be cashed on base. When entering Cuba after a payday, commuters must present their cash and pay stubs to Cuban authorities for verification of the exchange. Ninety percent of the earnings is converted into pesos, while the commuter is allowed to keep 10 percent in American dollars to spend on the base. The naval base has no money exchange to convert pesos back to American dollars.

Granville is eligible to retire and has been for a long time. But there's a problem. He will become one of 80 or more Cuban ex-base employees who are unable to return to the base to pick up (or cash) their retirement checks. What's needed is a Spanish-language power of attorney from Guantanamo City, notarized by the base legal office, stating that two "present" commuters are authorized to pick up a retiree's check at the Consolidated Civilian Personnel Office.

Photo by PH2 B. Mortimer

Commuters enter the Northeast Gate to begin another work day.

As of now, the majority of the commuters are within the retirement age. Because of the agreement the United States has with the Cuban government, no more Cubans can be hired after the current group retires. "I have 15 [people's] power of attorney," Granville said. "Who's going to take mine when I leave?"

The Cuban government allows certain persons to spend 30 days abroad. Soon Granville and his wife plan on visiting their 26-year-old son who lives in Puerto Rico — a son who escaped from Cuba by swimming across Guantanamo Bay at age 16 and was sent to a refugee camp in Miami. As many as 25 to 50 percent of Cubans who venture this route perish due to overexposure, ingesting salt water or shark attacks.

But Granville won't return to Cuba with a suitcase filled with souvenirs from his U.S. vacation — except for those souvenirs kept alive in his memory. Even during the Christmas season he is unable to take home gifts he has received from co-workers and friends. But for 47 years Granville R. Duffus, along with his brother Aguster, are role models of courage and true masters of the fine art of adjusting. □

Price is a staff writer for All Hands.

"Your emergency is our routine"

SIMA Gitmo fixes the fleet

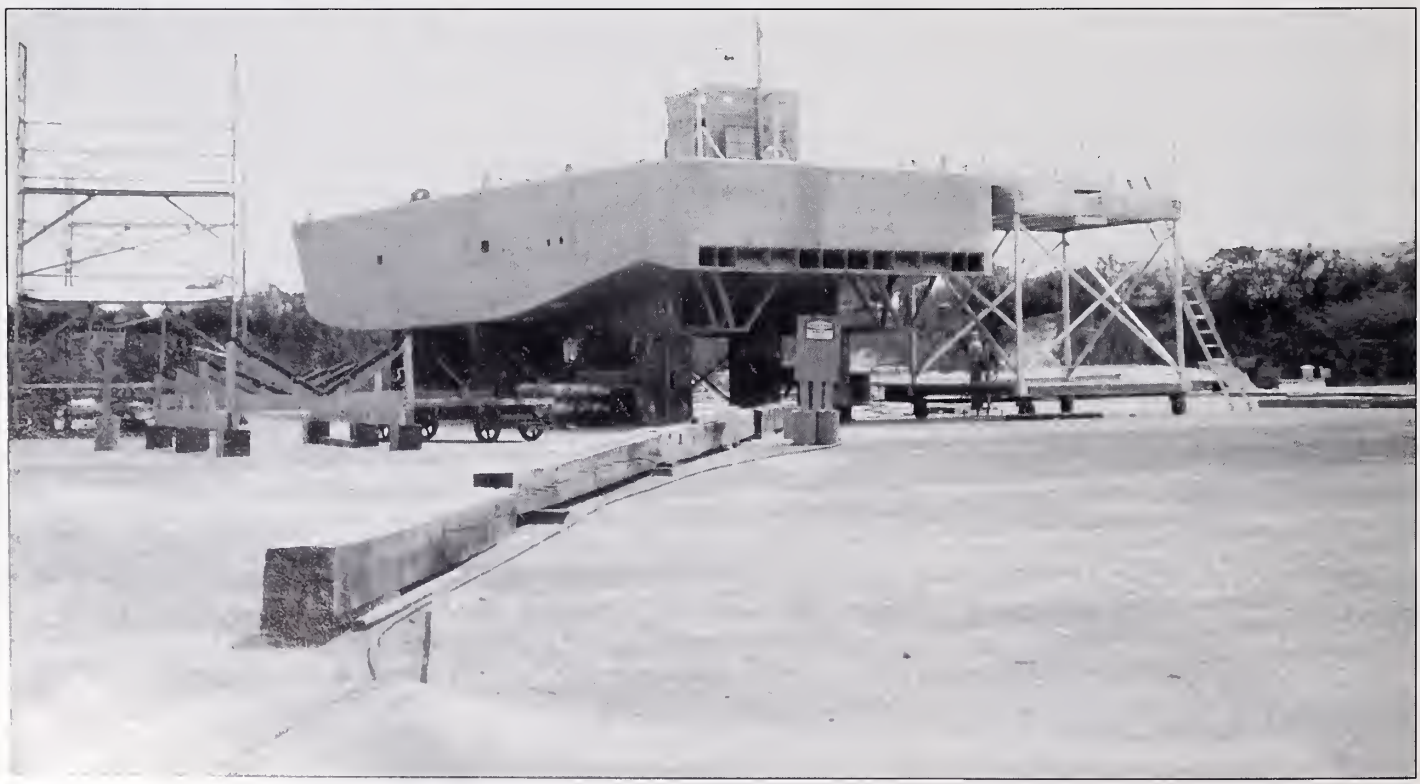
Story and photos by JO1 Chris Price

If your car breaks down on the highway, you might be able to get help from a nearby service station. But if your ship starts falling apart in the balmy Caribbean waters near Guantanamo Bay (Gitmo), Cuba, where do you turn? Again, just go to the nearest service station — the Shore Intermediate Maintenance Activity (SIMA) Gitmo.

Established in 1982, SIMA is a tenant command of Naval Station Guantanamo Bay. Officially under Naval Readiness Support Group, Norfolk, SIMA supplies a wide range of repair services to ships in port for refresher training at Gitmo — repairing combat systems, hulls, engines and electrical systems. Their motto is, "Your Emergency is Our Routine."

Left: Desmond Ryan of SIMA's R-2 division's inside machine shop examines a machine used to shape metal and brass. Below: A ferry boat awaits parts.

"The whole mission here is to keep the ships training," said Master Chief Hospital Corpsman (DV) Stephen Featherston, command master chief and safety officer at SIMA. "We are the emergency repair facility for ships that come in for



Right: Woolie James of R-1 division's shipfitters shop constructs a plexiglass box. Below: HMCM(DV) Stephen Featherston examines machine sheet guards, used to protect workers from expelled particles.

refresher training. If they have a casualty which is restricting their training, it's our job to get it fixed — and SIMA does a real good job."

SIMA, like every command aboard the naval station, relies heavily on the arrival of the bi-weekly barge to receive ship parts, food, supplies and even furniture. In some cases, it's difficult for SIMA to place an exact timeframe on completing maintenance and overhaul jobs. A lot depends on three factors — manpower, money and materials — not necessarily in that order.

"It's real hard, until we pull something out of the water and get it fully inspected, to tell exactly when it'll be finished," Featherston said. "We can't put shafts in a boat until they come from stateside, and a project can stay on the wall a long time just waiting for one part."

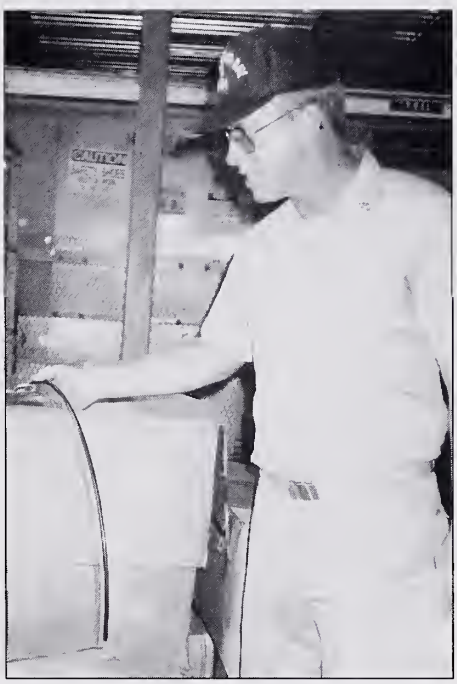
Like most SIMAs in the fleet, SIMA Gitmo aims to please and, to the best of its ability, keeps the shelves well-stocked for any routine or unexpected crisis. Their workload is largely dependent on the number of ships that are in for refresher training.

But today, the pier is deserted. The flurry of sailors, mechanics and inspectors quickly halted when USS *Capodanno* (FF 1093) successfully completed her six weeks of refresher training and steamed out for "rest and relaxation" in Jamaica. Many personnel at SIMA are taking a break. Only a scattered few remain in the shops.

Like everyone at SIMA, Featherston uses the downtime to regroup and recuperate. A walk along the vacant pier for him is almost therapeutic. When there are no ships in port, SIMA personnel concentrate on themselves, renovating their spaces and supporting the needs of the naval station. Through an interservice support agreement with the naval station, SIMA provides maintenance service for the base ferries and other craft.

During the past three years, the SIMA team has repaired or renovated practically every building in its command — due mainly to self-help projects and long-range planning. Their shops are located in some of the oldest buildings on the Gitmo compound. Divisions such as combat systems were previously housed in termite-ridden structures with deteriorating electrical wiring. In some cases, it was more cost-effective to tear down the old structure and build a new one.

"When I first got here that project was underway," Featherston said. "There was quite a bit of damage to all these buildings because of termites." Termites — indigenous to the area — are a major problem in Cuba, particularly for homeowners, gardeners and woodworkers. "[When I transferred here] I brought a lot of oak with me because I do woodworking," Featherston said, "but the termites ate it up."



"It looks 100 percent better [in here]," said Gunners Mate (Guns) 1st Class Craig Crook, commenting on the combat system's newly-installed optical and computer repair shops, as well as the new calibration lab. "In most of our shops we maintain a high standard of cleanliness," he added.

Renovation at the carpenter's shop included discarding outdated

Above: PM1 Vaughn Goodwin demonstrates how wood will be shaped when this modern bandsaw becomes fully operational. Right: Goodwin examines the fine print on this 1924 band saw, soon to be shipped to a museum.

machinery and purchasing new items. "Basically, once we get [new items designated for specific locations], we'll rewire and start up again," Featherston said. "If you had seen this [place] a year ago, it was full of old, large-timber woodworking equipment." Featherston added that the old band saws in this shop were manufactured in 1924, and were used at one time to cut trees into ship's planks. But now they must be replaced.

"We do some woods, but we don't do timber anymore, except for dry dock blocks," said Patternmaker 1st Class Vaughn Goodwin of the carpenter shop. "Most old machinery is taken to [Defense Reutilization and Marketing Service] or discarded."

According to Goodwin, there are only five timber wood band saws left in the United States — one on display in a museum in Maine. The carpenter's division also handles boat repair on fiberglass hulls, linings and upholstery; provides lagging materials for steam and cold-condensation pipes; has sandblasting capabilities; and cleans tanks and voids.

Depending on the tasks, SIMA personnel can perform repairs either inside the shops or aboard the ships. Interior Communications Electrician 1st Class Donnie Bray of the electrical repair division does at least 90 percent of his work aboard ship.

"Basically what we do at the electrical motor rewind shop at 51-Alpha is class 'B' overhauls on motors," Bray said. "Bravo takes care of outside electrical jobs." Bray's shop also repairs sound-powered phones, and maintains gyros and batteries.

The hydraulic air conditioning and repair shop (AC&R) is proud of its newly-installed "Clean Room," which is still in need of parts and supplies. "It should be the only fully-functional hydraulic cleaning shop in the Caribbean," said Chief Boiler Technician (SW) Roland Murphy, assistant division officer of the shop. "Right now, most SIMAs farm out all their hydraulic jobs to contractors. We'll be able to do everything here — disassembling, cleaning, inspecting, reassembling — then put them back on the ships.

"It'll certainly be a big benefit," Murphy said. "To send technical systems back to the states takes a lot of time. When ships are here for training, they can't afford to miss one day."

SIMA's work force is made up of military and civilians of many nationalities — all playing a vital role in supporting the fleet. Jamaica-born Dennis Salmon of AC&R designed a new fragmentation-testing enclosure for diesel engines. Occasionally, some diesel engines tend to over-rev — even explode— during testing after overhaul. The enclosure protects workers from injury.

"So when an engine leaves here now," said Murphy, "we're 100 percent — no, 110 percent — sure that it's going to perform better than the manufacturer said it would."

In his dual role, Featherston has seen a lot of changes at SIMA in just a few months. He credits the hard work of the staff for the success of the command. "It's very difficult for families when the ships are in," he said. "For us, there's no shore duty — this is sea duty. It's a tough life, but they do a great job." □

Price is a staff writer for All Hands.

Spotlight on excellence

Sailor lets sea "power" wallop fear

Story and photo by JO1 Chris Price

Engineman Fireman Myra Jean McCluster can't understand why some women are afraid of pursuing shipboard duty. McCluster is a diesel engineman on a ferry boat attached to Port Services Ferry Division at Naval Station Guantanamo Bay (Gitmo), Cuba. On her eight- to 12-hour shifts, she's responsible for "lighting-off" engines and generators which start the ferry going in the mornings and shutting them down at night.

"Women are capable of more than they think they are," said McCluster. "They're actually stronger than they are telling themselves."

McCluster has met many of her fears head-on during her 18 months on the ferry. "If I'm down in the engine room with the guys," she said, "and they have to go 'bilge diving' when tools fall in the bilge — no matter how much oil or water is down in there — I have to go bilge diving with them. It's so deep," she said, "you can swim in it."

McCluster also checks engine temperature readings, monitors oil levels, takes oil and water samples and ensures the saltwater strainers aren't clogged.

For a while, her family in Chicago was shocked about the 20-year-old's decision to become an engineman.

"My father and mother supported me coming in the military," said McCluster, whose dad, uncle and great-uncle were all Navy men. But she added that confusion abounded about the job she'd selected.

"They asked me, 'Why can't you get some nice little office job somewhere?' Not only did I get that [comment] from family," said McCluster, "but, after I finished boot camp, a lot of the men in the military said that I needed to be in an office someplace — that I don't need to be doing this.

"At the time I was going through 'A' school, a lot of the women were going to 'snipe' ratings, so they didn't think it was crazy."

McCluster left "A" school to find herself in the "thick of it" soon after reporting aboard Gitmo. "When I first got here and started my job, the ferry broke down," she said. "I'll never forget it. I was underneath the engine — and it was night. We had just finished up the day's run when the engine said, 'Uhhh, Uhhh . . . I'm not gonna run anymore. . . .'

"Water started coming up . . . steam filled the engine room. . . . They didn't tell me this [in 'A' school]," McCluster said.

"My first class [petty officer] said, 'Gotta get the soft patch up.' So we unscrewed all these bolts and started tearing stuff apart. To be honest with you, my first thought was, 'How did I get myself into this?'"

At the time, McCluster was the only woman on her crew. "I was surrounded by a bunch of men," she said, "and I had to tell myself, 'I can't crack, because if I do, that's proving them right — that I can't do it.' From then on, I did whatever they told me [to do].

"But there's one thing I like about my rating," she said. "It's wide open; it's not overmanned. Most ratings that women are in now are closing up. There's no room for advancement."

McCluster encourages women to pursue more nontraditional ratings in order to progress.

"Women are missing out on a thrill they can't believe," McCluster said. "I'm not going to let a ship scare me." □

Price is a staff writer for All Hands.

Amid barbed wire

Marines play serious, deadly role at Cuba's "line in the sand"

Story by JO1 Chris Price, photos by PH2 B. Mortimer

"Better strap yourself in," said the burly Marine, pulling the safety belt across his chest while briefing the driver on the route. "This is going to be a bumpy ride."

The vehicle takes nearly 25 turns, mostly uphill, and the jerking motion from the bumps in the road is almost enough to throw the passengers out.

The Marine sits silent and rigid, despite a brisk wind blowing on his face through the open holes in the jeep's covering. His eyes are fixed on the right hand side of the road observing part of the 17.4-mile fence called the "Cactus Curtain" or the "Castro Barrier," erected by the Cuban government. Lined with cactuses, barbed wire and signs in Spanish that warn of land mines, the route has an overwhelming sense of danger.

The vehicle stops briefly at an observation tower, atop which a Marine sentry stands, rifle in hand, surveying Cuba's countryside. When asked, the sentry recites his orders and the role he plays in this serious and deadly game: "I am prepared to defend my life," he states, "and the lives of other Marines on base, should the need arise."

Most personnel stationed aboard Naval Station Guantanamo Bay, Cuba (Gitmo), won't see this road during their tour. The only exceptions are the Marine Corps Ground Defense/Security Forces, the few individuals escorted by the Marines or Cuban "commuters" who work on base and return home to Cuba each day. Otherwise, this area is strictly off limits.

The Marine Ground Defense/Security Forces guard this fence line 24 hours a day, seven days a week, to defend against possible Cuban militia surprise attacks or Cuban infiltration. Marines provide security for the naval base perimeter, train for defensive combat and, if necessary, will give up their lives to defend the base.

Left: Cuban commuters must file pass the guard shack when leaving the naval base.

Photo by PH3 Pete Jones

Left: Defensive combat is more than a Marine drill — it's their job. Below: One of many Marine lookout towers.

About 450 Marines are assigned to Gitmo. Some are attached to the Marine Corps compound, where they maintain their own bachelor enlisted quarters, mess hall, Marine Corps Exchange and enlisted club system. A select few man observation towers, fence lines or the North East Gate — the U.S./Communist "line in the sand."

Gitmo Marines monitor and maintain the largest active mine field in the Western world. Within their force is the Mine Field Maintenance Unit, which plants and maintains mine fields, replacing old or unstable mines when needed. Rifle security companies (RSCs) assigned to both Windward and Leeward sides of the base also augment the Marines.

"The focus of daily operations is our two rifle security companies," said Sergeant Major Philip O'Donnell, senior enlisted Marine at Gitmo. "The RSCs, as we call them, are armed and skilled in the employment of every weapon found in a reinforced Marine infantry battalion."

Marines also operate mortars, M-47 *Dragons* (anti-tank, guided-missile systems), TOWs (tube-launched, optically-guided, wire-controlled, anti-tank missiles), machine guns, grenade launchers and assault weapons. Five M60-A1 tanks are kept fully fueled and armed at all times, and six 155mm *Howitzers* stand ready for action.

From where the Marines are posted at the North East Gate, it's easy to see directly into Cuba — even the bright yellow border sign which reads, "*Republic de Cuba, territorio libre de America*," (translation: Republic of Cuba, free territory from America).

At the beginning of the Cuban revolution in the early 1960s, members of the Cuban Frontier Brigade were close enough to throw rocks at the Marine barracks and guard shack at the North East Gate — keeping Marines awake at night. Every morning, the Marines would collect the rocks. The Cubans then resorted to using floodlights aimed directly at the barracks. So the Marines, assisted by Seabees, worked on a secret daytime project hidden from the Cubans' view.

The following night, when the floodlights were once again aimed maliciously at the barracks, the Frontier Brigade was surprised to see a large colorful Marine Corps logo made from its own rocks on the incline of the hill, where it remains today.

"That's an old story," O'Donnell said, "but we haven't seen a light since then." □

Price is a staff writer for All Hands.

"Missile inbound!"

Capodanno *tackles RefTra's final day*

Story and photos by JO1 Chris Price

It looks like a Hollywood movie set. Sailors are dressed in protective gear — some smiling, some frowning — all running to their respective positions. But the scene aboard USS *Capodanno* (FF 1093) is very real, with crewmen about to tackle their final day of an arduous six weeks of refresher training (RefTra) at Guantanamo Bay (Gitmo), Cuba. RefTra is designed to sharpen the crew's operational skills and heighten readiness.

No one aboard *Capodanno* plays a bit part. Each of the 18 officers and 265 enlisted men are "heavyweights" who've worked hard to reach this final and most serious segment of RefTra, intimidatingly called "mass conflagration" or "mass conflag."

During mass conflag, sailors simulate saving their ship — keeping her afloat after receiving massive structural damage from missile, torpedo, mine or chemical attacks. Teams from repair lockers act as stretcher bearers for the injured; perform decontamination duties; repair communication and electrical systems; repair firemain and essential mechanical damage; and plug and patch hull damage. Fire hoses, foam and smoke generators are used throughout the ship to make the exercise seem more authentic.

What makes *Capodanno*'s crew members anxious on this final day of training is knowing their performance will be graded by a team of evaluators from Commander Fleet Training Group (FTG) at Gitmo.

FTG is responsible for training underway Navy, Coast Guard and allied personnel in damage control (DC), combat readiness, precision anchoring and defense against espionage. The unit at Gitmo is under Commander Training Command, U.S. Atlantic Fleet, and is staffed by Navy and Coast Guard personnel.

The FTG training helped the sailors of USS *Stark* (FFG 31) save their ship after she was hit by an Iraqi missile and the crew of USS *Samuel B. Roberts* (FFG 58) when she struck a mine in the Persian Gulf.

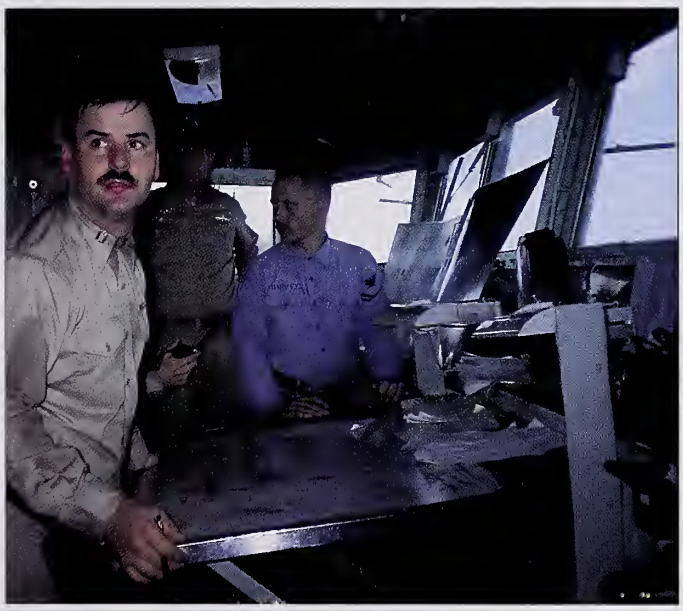
The evaluators, dressed in blue overalls, huddle together discussing the scenario which entails *Capodanno* losing her firemain, communications and electrical power. Normally, 15 members from FTG evaluate the mass conflag portion of RefTra. In the event of an actual casualty or injury during mass conflag, evaluators can stop the action and talk to the ship's captain via hand-held radios.

"They'll try to burn the ship and sink her," says ENS Tim Bartley, *Capodanno*'s first lieutenant. "Torpedoes will be fired at us, and they'll inflict damage. If our sound-powered phones are damaged, there are other means of communication we can use — ship's phone, walkie-talkie and 1MC.

"We have damage control plates that show the layout of the ship," he explains. "Where the holes are, we'll plug them. Where the fires are, we'll put them out. We've been doing this for the past three weeks, so the crew knows what's happening. But this time, it'll be worse than it's ever been before."

RefTra usually lasts four to six weeks, depending on how well crews progress in training. Ships failing a portion of RefTra usually stay longer to repeat it. "We've passed everything so far," Bartley said. "Today is the last day. If we pass, then we'll leave on time."

Capodanno's CO, CDR Bud S. Gear, checks damage control plates located on the bridge. He is confident in his crew's ability to pass this portion. Prior to the start of mass conflag, Gear takes on the role of director, giving last-minute instructions and tips on what to do if the well-rehearsed scene goes awry.



Suddenly, a steady tone echoes throughout the ship, sending sailors scurrying in all directions.

"Cruise missile inbound on the starboard beam! All hands brace for shock!"

Capodanno crewmen duck low, grabbing hold of the closest object tacked down.

"Starboard bow! 50 miles! 50 miles! Starboard side!"

"Anti-ship cruise missile inbound on starboard side! 50 miles!"

"20 knots — go!"

"Missile ahead, starboard side. . . . 20 knots!"

Suddenly, deathly screams bellow from the bridge and through the passageway. . . .

"Forward — missile hit — forward!"

"Smoke and flames — forward — starboard side!"

Capodanno is on fire and taking on water. The injured are running and screaming through the compartments; stretcher bearers race behind them, medical training aids in hand.

Chief Damage Controlman D.J. Stoiber, an FTG evaluator, makes his way to a smoke-filled berthing compartment and closes the watertight door behind him. He can't see his hand in front of his face.

Pounding on the door and waiting to enter the space are the firefighters — clad in helmets and OBAs (oxygen breathing apparatus) and carrying hoses.

"They can't come in now; they've only got 40 pounds of pressure on the firemain," Stoiber says. "We [FTG] ruptured their firemain."

To fight the blaze, crewmen need to locate, isolate and repair the ruptured pipe. "Until then," explains Stoiber, "they have to stand out there and cool the door down."

Stoiber slips out the berthing compartment's rear door and finds his way to the pipe-patching area. There, sailors fervently work to patch the ruptured piece of pipe.

"It looks a little ragged to me guys," he warns. "We'll give it a shot and see. We'll find out how well you did." The group heads topside, where the pipe joins the firemain.

"If you get me wet — you don't pass," says Stoiber half-joking. To

Opposite page: DCC D.J. Stoiber (left) of FTG discusses the mass conflag scenario with fellow evaluator DCC Willey Bentley. Center: A somewhat tense LT Michael Baumann coordinates damage control efforts from *Capodanno*'s bridge.

***Capodanno* sailors return gear to repair lockers following the exercise which left many physically drained.**

everyone's relief, the pipe doesn't leak as the pressure returns to 150 pounds. Stoiber smiles, congratulating the sailors on their effort as he hurries back to the berthing compartment. "We need some shoring now!" he shouts, flying down through a scuttle seconds before firefighters fling open the door.

"Here they come, here they come," says Stoiber excitedly. The sailors enter the space yelling in unison, *"Fire, fire, fire!"*

"Come on, let's go," screams Stoiber. "Protect your back — you want to protect your back! Work it out, work it out!" he yells.

"You've got an all-purpose nozzle there, don't you?," shouts Stoiber to a sailor he can barely see. "Can you fight this fire all by yourself with an all-purpose nozzle?" *"No!"* the group answers in unison.

"Fire, fire, fire," they repeat. The team leader shouts instructions to a nearby phone talker.

"More water! Hot spots in the space! Let's get this fire under control!"

"Yell louder!," says Stoiber. "He couldn't hear you!"

"More water! Hot spots in the space! Damage control central! Come in damage control...!"

Practically hysterical, the sailor is unaware that personnel in DC central have been "killed" or relocated. Eventually, the fire in compartment 2-29-0-L is extinguished, and the sailors rush below to fight yet another blaze on the third deck. Damage is being tracked on the bridge — and there is much to track.

After four hours, a message is passed to Gear on the bridge: *"Main [illegible] online. We are able to get [illegible] you so desire."*

"Roger that," replies Gear, as the ship steams back toward Gitmo.

Capodanno's sailors will know whether or not they've passed mass conflag within the next hour. Crewmen have stripped themselves of their protective gear. Some stand exhausted at the ship's railing wearing worried expressions.

"They hit us hard," said Bartley. "They took our JA circuits away from us, so we switched to 2JZ sound-powered phones. They took that line away, too. Finally, we went to the 1MC to pass information to people. Within 10 minutes DC central had to be evacuated to the bridge. They had people running everywhere."

"*Capodanno* was evaluated 'Sat,' with certain areas [needing improvement]," says DCC Willey Bentley. "That's about average for the type of damage that we imposed on them."

Evaluators observed how well *Capodanno*'s crew organized themselves following the attack. Loss of communication greatly impacted the ship's performance, but the crew managed to pull through successfully. That same afternoon, Gear announced that *Capodanno* would pull out for three days of "rest and relaxation" in Jamaica before returning to her Newport, R.I., homeport.

Capodanno is named for LT Vincent R. Capodanno, the second Navy chaplain in history to be awarded the Medal of Honor. He was killed while administering last rights to a dying soldier on a Vietnam battlefield. *Capodanno* crewmen are proud that their ship was blessed by Pope John Paul II during a port visit to Italy.

Perhaps it was the Pope's blessing, along with the crew's hard work and the proper guidance from FTG, that helped them pass refresher training — particularly that intimidating portion called, "mass conflag." □

Price is a staff writer for All Hands.

A conflict of wills

The United States had been warily watching events in Europe and the Far East for more than two years when Japan "awoke a sleeping giant" Dec. 7, 1941, by striking, without provocation, the U.S. Pacific Fleet at Pearl Harbor. The surprise attack that brought U.S. forces to battle sank six ships including USS Arizona, shown at left, and killed more than 2,000 sailors. A 1942 memorial is pictured below.

Within four days of that attack, Germany and Italy also declared war on the United States, thrusting us into the thick of the fighting in World War II. Navy units sprang into action in both the European and Far East theaters of war. The World War II era photographs in this section document U.S. forces fighting back in a conflict that would last nearly four years and cost 300,000 American lives. The downed Japanese "Zero" shown above and the captured German submarine at the far right were physical evidence of America's impact on the war. Allied fighting men using the era's most modern weaponry mounted an offensive that would eventually bring the Axis alliance to its knees.

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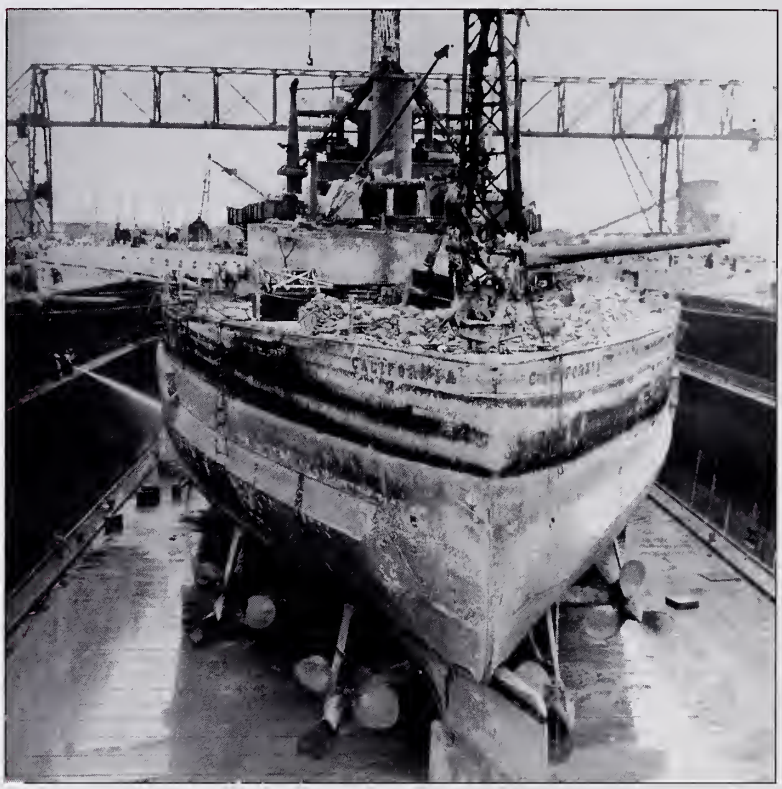
While patrolling the world's oceans, sailors engaged the enemy afloat and ashore working toward one goal — total victory. On May 7, 1945, as U.S. soldiers celebrated with their Russian counterparts, the German high command signed the unconditional surrender documents at Rheims, France. In four months, the Japanese would do the same aboard USS *Missouri*. These photographs, displayed on the 50th anniversary of the attack on Pearl Harbor, serve as a reminder of the battles fought and lives lost to bring about a lasting peace.

Up from the ashes

Story by John Reilly



When the sun rose at Pearl Harbor Dec. 8, 1941, it illuminated a scene from a nightmare. A veteran of the Battle of Gettysburg, looking out over the field of Pickett's charge, remarked that it looked like a quarter-acre of Hell. This would have described the aftermath of the Japanese attack just as well. Airfields were littered with smashed, burned-out carcasses of airplanes. More than half the combat planes in Hawaii were destroyed or crippled.

The harbor itself had lost its Saturday tidiness. The attackers had come after the Pacific Fleet, and evidence of their accuracy lay smoldering in the harbor. Battleship Row, the line of big-ship berths along the southeast side of Ford Island, was in shambles. Torpedoed battleships USS *California* (BB 44) and USS *West Virginia* (BB 48) had settled to the bottom on a fairly even keel, but USS *Arizona* (BB 39) had gone up in a frenzy of blast and flame. Nearby, USS *Oklahoma* (BB 37) had taken more torpedoes than her old side-protection system could handle, had rolled over and gone down.

USS *Nevada* (BB 36), the only capital ship to get underway on the morning of Dec. 7, had to be beached while in flames at nearby Hospital Point. Destroyers USS *Cassin* (DD 372) and USS *Downes* (DD 375) had been hit hard in drydock; cruisers USS *Helena* (CL 5) and USS *Raleigh* (CL 7) had each taken a torpedo; seaplane tender USS *Curtiss* (AV 4) had been struck by a bomb and rammed by a damaged dive bomber. Another destroyer, USS *Shaw* (DD 373), resting on keel blocks in a floating drydock, was hit by a bomb that triggered her forward magazines in an explosion that was caught by a photographer to produce one of Pearl Harbor's "classic" pictures.

The Pacific Fleet had a war to fight. That had to come first. But Pearl Harbor was the fleet's principal operational and logistics base west of California. If we were going to fight at sea, then Pearl Harbor would inevitably be a linchpin in that effort. As ships arrived and departed, loaded supplies, refueled and made ready for sea, work began on the enormous cleanup needed to get the island base back in order and damaged ships back to sea.

The naval shipyard, fortunately, had not been damaged severely. By some miracle, the attackers had ignored the nearby fuel farm that held 5 million barrels of black oil. Work could go on, and perhaps even more importantly at that time, ships could fuel and go to sea. The smoke had hardly cleared away before the fleet began preparing the early, small-scale counterstrikes that would soon lead to some of the war's major naval actions.

The first problem facing the fleet was one of triage. Some ships were superficially damaged; others were basket cases. A scheme of priorities was drawn up to guide the massive effort that would be needed, giving first claim to ships which could quickly be patched up and returned to action. Shipyard workers and ships' forces gave their first attention to rescuing men who had been trapped in the capsized hulls of battleship *Oklahoma* and the target ship USS *Utah* (AG 16). During two days of intense labor with cutting tools, 32 men were saved from *Oklahoma* and one from *Utah*. One of the shipyard workers, leadingman Julio De Castro, was later commended for repeatedly risking his life to insure that every living man had been rescued from *Oklahoma*'s hulk.

To cope with the enormous task at hand, a salvage organization was set up under *Utah*'s former commanding officer. Early in January 1942 this became the salvage division of the

USS *California* (BB 44) rests in drydock in April 1942.

USS *Shaw* (DD 373) explodes during the Japanese attack on Pearl Harbor Dec. 7, 1941.

Pearl Harbor Navy Yard, directed by CAPT Homer Wallin. Navy yard and fleet staffs worked together with the expert help of civilian engineering firms to find solutions to new and sometimes unforeseen problems.

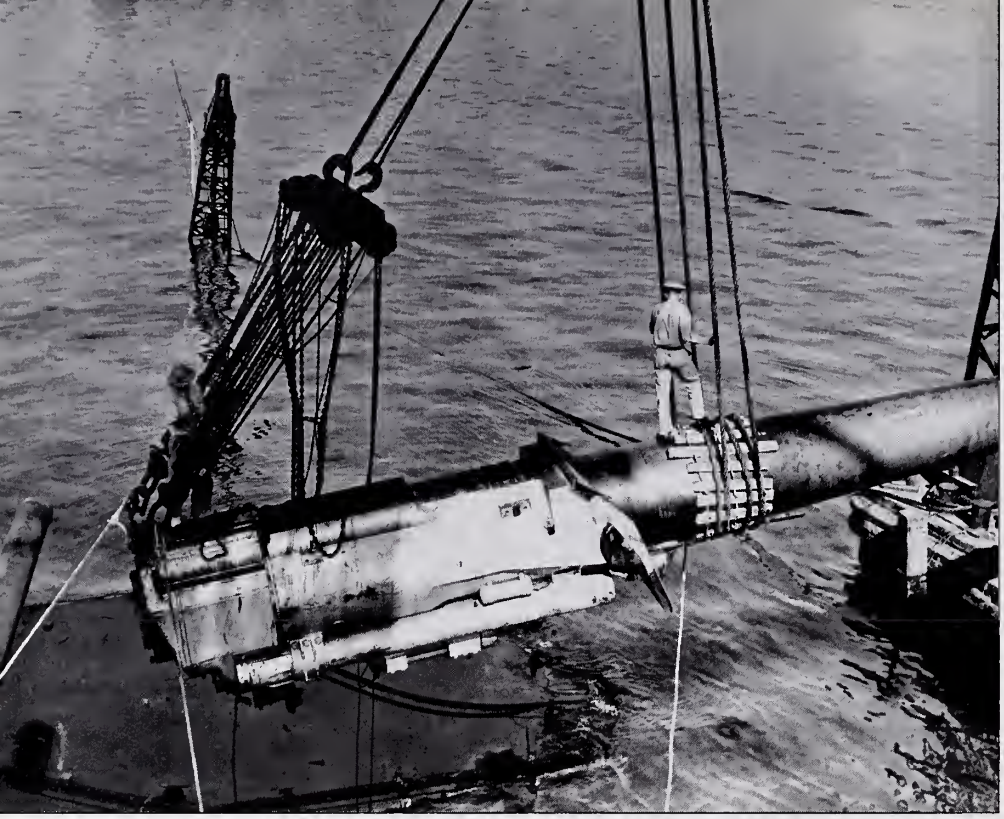
The more spectacular casualties — the shattered *Arizona* and capsized *Oklahoma*— quickly became well-known symbols of national resolve. But salvagers' first efforts went to less-damaged ships that could be returned to the fleet within a reasonable time. The battleship USS *Pennsylvania* (BB 38), in drydock Dec. 7, took a bomb hit and some topside damage but was ready for sea before Christmas. A near-miss by a Japanese bomb had damaged the cruiser USS *Honolulu*'s (CL 48) hull and caused some flooding, but by mid-January 1942 the navy yard had completed permanent repairs. Torpedo damage to *Helena* and *Raleigh* was patched up by early 1942, and both ships sailed for Mare Island, Calif., for final repairs. The battleship USS *Maryland* (BB 46) was moored inboard of *Oklahoma* and took two heavy bomb hits. Both exploded low-order; *Maryland*, like *Pennsylvania*, was back in working order by Christmas.

Another battleship, USS *Tennessee* (BB 43), was moored just ahead of *Arizona*. When *Arizona* exploded and burned, flaming oil threatened *Tennessee*. Hull plating on both quarters was warped and buckled by the intense heat. As she settled to the bottom following torpedo hits, *Tennessee* was wedged between *West Virginia*'s hull, moored outboard of her, and one of the concrete quays used to moor the big ships. Workmen finally had to demolish the quay, resorting to some very careful blasting after other methods failed. A little more than a week after the attack, *Tennessee* was freed and moved to the navy yard for four days of finishing touches to make her seaworthy.

There were more personal tasks to be done. Every effort had been made to rescue survivors and help the wounded Dec. 7, but there were still the dead to be recovered and interred. Just determining who was, or was not, aboard some of the ships turned out to be an administrative nightmare. In some of the ships, notably *Arizona* and *Oklahoma*, personnel records were destroyed. These had to be painfully reconstructed during the following days and weeks. Earlier muster rolls were retrieved from the Bureau of Navigation (now the Bureau of Naval Personnel), to give some approximate idea of who might have been assigned to each ship. As time went on, men who had been on leave or liberty reported in and were accounted for, but this left a large number of men still unaccounted for. As salvage work continued, bodies were recovered. Some, inevitably, could not be identified. Even after long and patient effort, it still was not possible to say exactly how and where each of our Pearl Harbor casualties had been lost. There remain some who are still "known but to God."

As 1941 passed into 1942, the pace of war began to quicken. Carrier strikes against Japanese island bases were followed by battles at sea. The battles of Coral Sea and Midway were followed by the long, hard-fought Guadalcanal campaign. During 1943, the drives across the South and Central Pacific took shape and continued into 1944 and 1945. Throughout this long drive to victory, Pearl Harbor continued to play an essential part as a staging area for strikes and landing operations and as a repair and maintenance facility for the Pacific Fleet. Working with its "stateside" counterparts at Mare Island and Puget Sound, Wash., the Pearl Harbor Navy Yard more than lived up to its motto, "We keep them fit to fight."

Other jobs were more formidable, but these tasks had to be completed if Pearl Harbor was to meet the mushrooming demands of total naval war. The wrecks of the destroyers *Cassin* and *Downes* were patched and refloated, but fires and explosions had left their hulls in such battered shape they were fit only for scrap. Their machinery plants, though, had survived in fairly good shape. These were carefully removed and shipped to Mare Island, where new destroyers — retaining their old names and hull numbers —



were built around them and earned battle honors later on in the war.

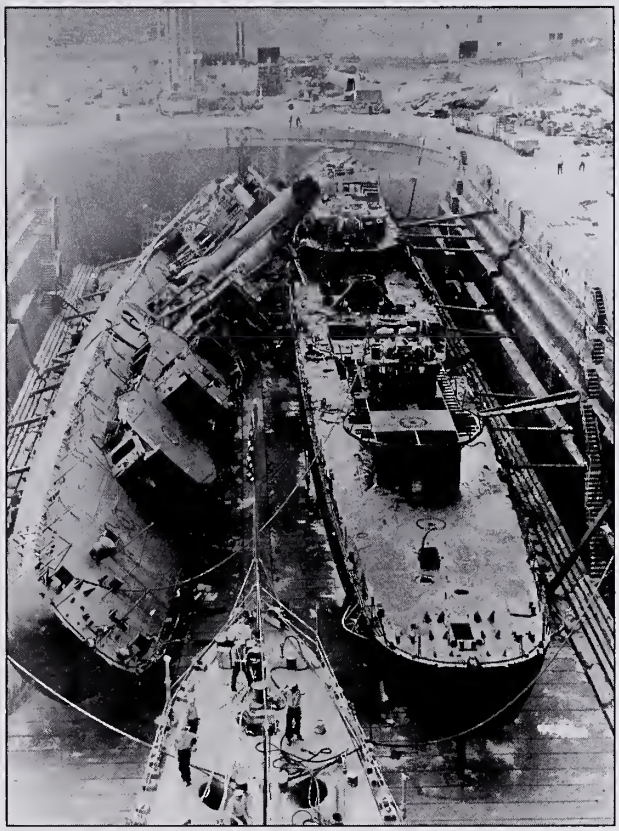
USS *Nevada* had suffered severely from bomb hits, fires and flooding. When ADM Chester Nimitz, the new Commander in Chief U.S. Pacific Fleet, first saw her, he felt that she was beyond salvage. The salvagers, however, saw things differently. Patching, shoring and pumping made *Nevada* watertight; she was floated in February 1942. By April, she was underway for Puget Sound to be modernized; by the end of 1942, she rejoined the fleet.

Although the salvagers took every precaution, six men were overcome by deadly, hydrogen sulfide gas generated in one of *Nevada*'s flooded compartments; two of them died. This was a hard lesson learned; air was frequently sampled in ships being worked on, forced ventilation was improved and all hands entering restricted spaces donned an oxygen breathing apparatus.

California and *West Virginia*, on an even keel in shallow water, had heavy weights removed — a delicate and grueling operation. Turret and secondary guns, boats, ground tackle and ammunition were unloaded. Tons of stores and other supplies had to be removed from flooded storerooms. As the work proceeded, salvagers found the bodies of men who had gone down with their ship and carefully removed them for identification and burial. Masts, catapults and other topside structures were cut away for disposal. Timber cofferdams were built in sections and fitted to close off torpedo damage and make the hulls floatable.

Mechanical equipment had to be carefully treated after weeks under water. As machinery was retrieved, it was washed down with sea water, then with a hot caustic solution and rinsed with fresh water before being placed in a bath of a commercial liquid, called tectyl, which prevented corrosion. Electrical generators and motors were a special concern; not only were these vulnerable to corrosion, but they would be costly and time-consuming to replace. This was particularly critical where *California* and *West Virginia* were concerned since their main propulsion plants were turbo-electric — their propellers turned by electric motors powered by steam turbogenerators. The battleships' power plants received special attention. CDR Hyman Rickover arrived at Pearl Harbor in the spring of 1942 with a plan to rehabilitate enough of the ships' power plants, with the help of a crew of experts from General Electric and Puget Sound Navy Yard. Enough of *California*'s plant was "rehabbed" that she could eventually sail for Puget Sound under her own power.

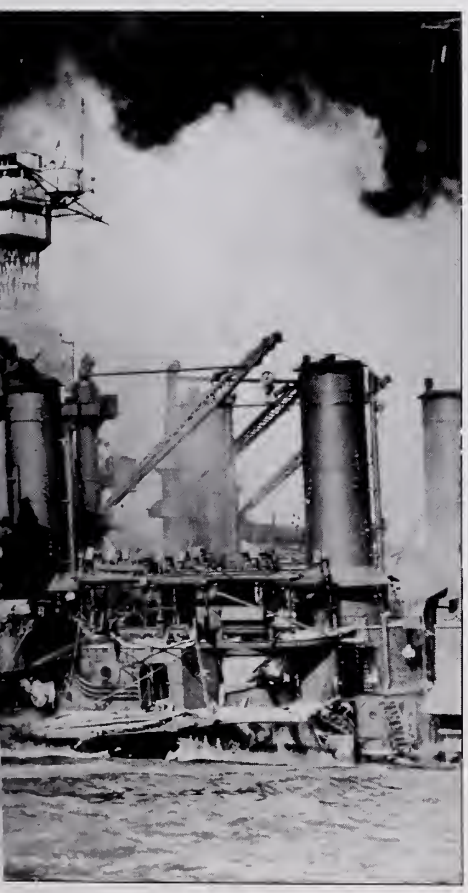
West Virginia was a more difficult case. She had taken multiple torpedo hits, and her port side amidships was badly torn. Torpedo explosions triggered a serious oil fire which was not put out until Dec. 8, causing a great deal of structural damage. Large hull patches had to be fabricated in sections to fit the ship's side, and attached to the side plating by bolts put through holes cut by divers with torches. Two of these large patches had to be put in place, then sealed at the ends and bottom with cement before large pumps could pull water from the sunken hull. Fuel oil, ammunition and stores were taken off. Special care was taken to remove



USS *Cassin* (left) and USS *Downes* in drydock at Pearl Harbor Navy Yard. Opposite page: A battleship's 14-inch gun is removed during recovery operations at Pearl Harbor. Below: A motor launch crew rescues a USS *West Virginia* survivor as his ship smolders in the background.

West Virginia's electric power plant in reusable condition. By this time, work on *California* was finished and the turboelectric salvage crew was ready to take on this new job. They went to work with such a will that *West Virginia*'s engineering plant was quickly overhauled and ready for the voyage back to Puget Sound.

A few days after the Battle of Midway, *West Virginia* was afloat and ready for drydocking. The Pearl Harbor yard finished her hull repairs and made her seaworthy once more. With topsides removed, she sailed for Puget Sound looking like a sketch of her old self. "Wee Vee," along with *Tennessee* and *California*, received extensive modernizations that brought them back to the fleet in 1944 looking like totally new ships, which in many ways, they were. With better torpedo protection, modern fire control for her 16-inch guns and a powerful modern anti-aircraft battery, *West Virginia* earned four more battle stars before anchoring in Tokyo Bay, Japan in 1945.



The best known of our Pearl Harbor casualties are two ships that never went back to the fleet. In the early minutes of the attack, Japanese bombers, concentrating on Battleship Row, scored repeated hits on the battleship *Oklahoma*. In the thunder and flame of that Sunday morning, few people, if any, were worrying about keeping statistics. Accounts describe perhaps as many as nine torpedoes striking home to tear great gaps in her obsolete hull-protection system. Within minutes *Oklahoma* rolled to port and went down, coming to rest with her starboard bilges protruding above the surface. The immediate concern was to rescue survivors. Once this was done, work had to focus on ships that could be brought back to life.

During 1942, the Navy made arrangements with the Pacific Bridge Company, a firm of skilled engineers who were playing an indispensable role in Pearl Harbor salvage work, for a joint project to raise *Oklahoma*.

This massive job took months of carefully planned effort. Lugs were welded to *Oklahoma*'s upturned hull. Cables were attached to these, and passed over the tops of high wooden towers erected on the hull, called bents, to give the cables better leverage, then hooked to powerful electric winches on Ford Island. Weights that could be reached were removed, oil was pumped out of accessible tanks and compressed air was used to create an air bubble to lighten the hull. When all was ready, the winches took a careful strain on the righting cables, and *Oklahoma* gradually edged back toward an even keel. This began March 8, 1943. By June 16, *Oklahoma* was upright.

This was only the beginning. Divers explored her port side, and found her hull ripped open by torpedoes. Two hundred sixty feet of hull had to be patched in similar fashion to that of *West Virginia*, while divers closed off other openings. Water was pumped from the ship; debris and mud were cleared away. The remains of many of *Oklahoma*'s crew were found where they had fallen, and were sadly removed.

Oklahoma floated free of the bottom Nov. 3, 1943. By this time, the

Above: Sailors struggle to put out a burning PBY patrol plane at NAS Kaneohe Bay. Center: Salvage of USS *Oklahoma*. Opposite page: USS *Maryland*, only slightly damaged during the attack, was one of the first ships to rejoin the fleet after repairs.

war was well along. Reconstruction of the old ship was no longer practical, although some thought was given to converting her to an oiler. Her stripped hull remained at Pearl Harbor through the war's end. *Oklahoma* was later sold for scrapping but broke her towline in heavy weather while en route to a West Coast scrap yard. She went to the bottom. There are those who would say that this was more fitting.

Two ships still remain on the bottom of Pearl Harbor. The former battleship *Utah*, by then a gunnery training ship and radio-controlled bombing target, capsized and sank on the opposite side of Ford Island from Battleship Row. Needed material was salvaged from her, but no wartime need for the ship was seen, and no attempt was made to raise her, although she was partially righted during 1943-44 using the same technique used on *Oklahoma*. *Utah*'s salvage was discussed in 1956 to make her berth available for aircraft carriers, but then-Chief of Naval Operations ADM Arleigh Burke did not favor this. Not only were funds and resources limited, but *Utah*'s hull entombed 58 of her crew. It was more appropriate to leave her in place and erect a small memorial overlooking her watery grave.

The image of the battleship *Arizona* — massive tripod foremast canted forward and billowing smoke from the armor-piercing bomb which set off her forward powder magazines — has symbolized the Pearl Harbor attack since Dec. 7, 1941. Initial examination of the wreck showed her beyond salvage, with her forepart collapsed and ripped apart by the explosion that sent her down. The stern section of the ship, though, was in fairly good condition. For a while salvagers considered cutting it free and using it as a floating coastal defense battery.

Through 1942, divers removed guns, ammunition and other material from *Arizona*'s wreck. Topside structures were cut away and scrapped for vital war material. Her two aft three-gun, 14-inch turrets were in good condition and were removed along with their ammunition hoists. The Army then mounted the turrets on the northern coast of Oahu, naming them in coast artillery fashion as Battery *Arizona* and Battery *Pennsylvania*. Magazines were buried deep below ground, and ammunition hoists were shielded by earth and reinforced concrete.

These elaborate structures were finally finished and ready for test firing in August 1945, as the war in the Pacific was coming to an end. When the Army did away with its coastal gun batteries in the late 1940s, the *Arizona* turrets were, unfortunately, included in the general scrapping program.

As equipment and material were removed from *Arizona*, some of her crew were recovered and interred. Some were taken home after V-J Day, but most of *Arizona*'s crew were buried in the National Memorial Cemetery of the Pacific — the "Punchbowl" — or aboard their ship. Though we may never know exactly how many were aboard, it is believed that approximately 900 men still remain at their Dec. 7 battle stations.

After the war, a simple wooden platform and flagpole were erected over the ship. President Dwight D. Eisenhower approved the construction of a permanent memorial. Congress appropriated funds to build it, and President John F. Kennedy signed the funding bill into law. Contributions were collected from veterans and the public to finish it, and USS *Arizona* Memorial was dedicated in 1962.

The raised concrete structure, bearing the names of the 1,777 sailors and Marines who died with their ship, includes a flagpole attached to the stump of *Arizona*'s mainmast. The flag flies sunrise to sunset in honor of the ship and her crew. Thousands of visitors from around the world, visit *Arizona* Memorial throughout the year.

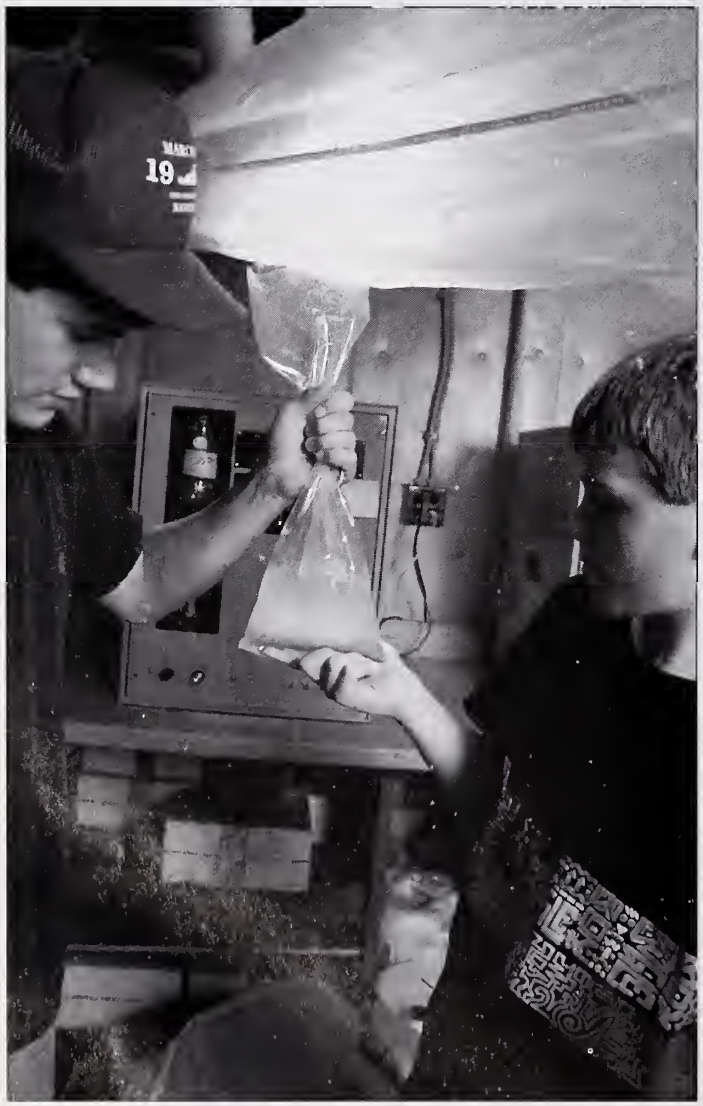
December 7 left Pearl Harbor sorely wounded, but it rose from the blood and ashes of disaster to write a proud new chapter in naval history. Sailors and civilians took up their tools and went to work to help construct victory. When we remember Pearl Harbor, we should not overlook the thousands of men and women, both there and at stateside Navy yards, who toiled to set things right and to get ravaged ships back to the fighting line when they were desperately needed. In a very true sense, they were fighters too. □

Reilly is head of the Ship's History Branch, Naval Historical Center, Washington, D.C. Photographs courtesy of the Naval Historical Center.

The adventure continues

Students set sail on Marco Polo's voyage

Story by Gail Cleere, photos by Patricia Lanza



Human beings have a natural curiosity about customs, practices, people and places that are foreign to them. Project *Marco Polo*, jointly sponsored by the National Geographic Society and the U.S. Navy, celebrates man's curiosity of foreign places in an effort to revitalize American students' interest in science, geography and the peoples and places of the world. The project, named in honor of one of the world's best known explorers, sends American high school students and geography teachers to sea with Navy scientists to study the world's oceans as well as experience the countries that border those oceans. The program offers an opportunity for students and teachers to learn about the global environment through multidisciplinary study on Navy oceanographic ships.

This summer 12 students and their teachers from across America flew to Japan to rendezvous with USNS *Wilkes* (T-AGS 33). *Wilkes* is an oceanographic ship that performs a variety of surveys in the oceans around the world. With Navy oceanographers overseeing the scientific operations of the ship (in this case an acoustics survey), the *Marco Polo* group sailed over the Kuroshio or Japan Current near the Japan Trench. A severe tropical depression off southern Japan made for an

Left: Students study zooplankton samples taken from the ocean.

Left: *Marco Polo*'s participants. Above: A student samples fish offered by a Japanese street vendor.

interesting trip under some very trying circumstances with sea swells up to 12 feet. One participant wrote that the experience gave "new meaning to the term rock-and roll. . . . 'Doc' stayed busy dispensing patches, pills and saltine crackers. . . ."

Nevertheless, students and teachers helped the ship's crew launch, drop, deploy or lower a variety of instruments over the side of the ship that would measure the depth, temperature and salinity of the water and bring up samples of zooplankton (animal life). They worked on computers in the ship's lab, tracking and charting experiments, taking measurements and recording the distribution and scattering of ocean krill (a shrimp-like crustacean). By constantly pinging sound waves into the water and receiving an echo back, the sonar "image" of the concentration of these creatures was mapped on computers. In the evening, students and teachers spent hours in the ship's wet lab examining the zooplankton scooped up in the nets (described by one student as "water fleas"). The scientists on board explained that the krill population follows the zooplankton, their main food source. Differences in water salinity and temperature, and the density of the krill population in the water, sometimes hinders sonar detection of submarines. The information the students helped gather will aid scientists and help the Navy gain a more accurate reading of the way sound travels through the water in this part of the ocean — information ultimately useful to the submarine world and to general oceanographic scientists.

As a special experiment, a few plastic foam cups were brought on board for a unique demonstration. Students lowered the cups in a laundry bag to a depth of 2,000 meters to display graphically what 1.5 tons of pressure per square inch can do. The cups came back up crushed to one-tenth their original size. The students also helped lower a clamshell-shaped "bottom-grabber" to the sea floor. Two volcanic rocks were brought back up, prompting a lively discussion among students and teachers of the geologic formation of the Japanese archipelago.

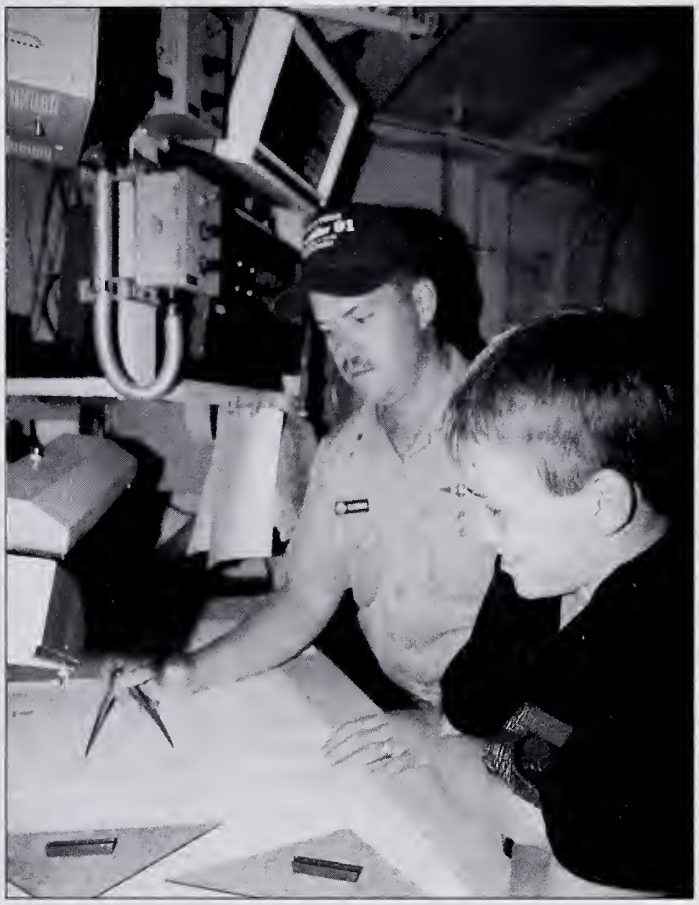
On the last night at sea, students watched "The Hunt for Red October" in the crew's lounge. *Marco Polo* participants suddenly gained greater insight — albeit Hollywood-inspired — into the world of ocean acoustics and the critical need for accurate knowledge about the undersea landscape by those who operate in this cold, dark environment.

While touring Tokyo, students and teachers discovered a land of striking contrasts — a land where ancient, feudal traditions co-exist with a modern, technological society. Buddhist and Shinto temples and shrines stand cheek-by-jowl with punk-rockers in Yoyogi Park; like trespassers from another era, kimono-clad elderly

women step delicately aboard an efficient and sleek subway car. The chaos of Tokyo's world-famous Tsukiji fish market is juxtaposed against the serenity of a Japanese tea garden.

"Peace, tranquility and reverence permeate the atmosphere of the Japanese temples and shrines," wrote one teacher in his journal. "Practices performed by parents are watched [carefully] by children, brought here at an early age so that they may absorb the traditions. There is a devotion to their faith seen in few Westerners. The bells are ringing, the hands clap twice and the spirits are summoned to listen to prayers." Students made their own wishes and prayers and, in the Japanese way, tied their unwanted fortunes to the trees and foliage that surrounded each temple. At Nihon Minka-En, a reconstructed village of historic Japanese homes, students and teachers wandered through the traditional wooden and thatched buildings of feudal Japan.

In Yoyogi Park, students rubbed shoulders with neon-haired Japanese punk-rockers (who change out of their everyday, Western-style clothing into this "Sunday-only" look in public restrooms that surround the park) and listened to Japanese heavy metal bands. Japanese cuisine was another unique experience for those students and teachers from across small-town America. Sampling sushi, grilled octopus and skewered fish on sticks for the first time at an outdoor local festival (Azabu Juban), students and teachers became the object of much attention as they wandered the streets clad in kimonos and wooden sandals.



Far left: A Japanese punk-rocker relaxes in Yoyogi Park. Top center: Students launch equipment to take water samples from the ocean. Left: Students wash money at the Temple Kamakura. Above: Students learn about the various charts used aboard USNS *Wilkes*.

When the *Marco Polo* Japan expedition came to an end, students and teachers bid each other fond goodbyes at Tokyo's Narita International Airport, and flew home — to Alabama, Indiana, Kentucky, Missouri and Oregon. They are now busy preparing their "trip journals" and a variety of lectures and presentations to schools and community groups in their respective states.

Like the original Marco Polo, students and teachers return home with a special mission: to tell their own story to their peers. Project *Marco Polo* locations are determined by the Navy, based on current deployment of its oceanographic ships. Students and teachers are chosen through the National Geographic Society's Geography Teacher's Alliance. Alliance coordinators are selected from a cross section of the United States; they in turn select participating teachers; and the teachers select the participating students. In 1990, students and teachers traveled to Indonesia. Next year, plans may take them off the coast of Egypt. □

Cleere is the public affairs officer for the Oceanographer of the Navy, Washington, D.C. Lanza is a freelance photographer. Photographs used by permission.

Bearings

Chief shares diving knowledge with aquarium visitors

Some people consider scuba diving a hobby or a sport. But for Chief Electrician's Mate (SW) Kim Bailey, it's an educational adventure he enjoys sharing. His classroom is one of America's newest and largest aquariums, which makes the experience all the more fun.

Bailey, an engineering analyst at the Navy's Enlisted Personnel Management Center in New Orleans, works during his off-duty time as a diver at the Aquarium of the Americas, located near the city's famed French Quarter. Becoming an aquarium diver wasn't an easy task. Bailey said he was among 75 divers chosen from 900 applicants. The screening process began with a written exam, followed by a practical test, a teamwork skill trial and a personal interview with the aquarium director.

The next step put Bailey in 30 hours of classroom instruction followed by intensive water skills training, before his assignment to the Caribbean Reef gallery, one of the aquarium's six exhibits. Bailey interacts with visitors and marine animals while working in a 132,000-gallon saltwater tank. Visitors walk through a clear acrylic tunnel, watching Bailey clean the underwater windows and hand-feed sea turtles, stingrays and angelfish. Visitors can also talk to him through a special communications system hooked up to his air line.

Above: Visitors observe the beauty and tranquility of sea life up close through a clear acrylic tunnel. Below: The fun part of Bailey's job includes talking to onlookers through a special communication system patched into his air line.

"Meeting people and answering their questions is really enjoyable," Bailey said. "But most important to me is that people leave with a better understanding of how beautiful, fragile and endangered our ocean ecosystems really are."

Bailey, a diver for 17 years, explained that the beauty and challenge of deep-water diving is what really appeals to him. "All divers have their favorite dives. My favorite is a wall dive. A dive to 120 feet is well worth the planning . . . the environment is vivid and unusual."

Some of his most memorable dives occurred while stationed at Guantanamo Bay, Cuba. "It provided me a great opportunity to dive in tropical ocean conditions, and to see a variety of aquatic life, such as manta rays, manatees and various sharks. During one dive I stumbled onto a California sea lion. It was sure a long way from home and must have gotten lost."

Bailey is now training for the aquarium's Gulf of Mexico exhibit — a 400,000-gallon saltwater home to a variety of sharks ranging from 11 to 14 feet long, each weighing more than 250 pounds.

"When dealing with large marine predators you must always keep in mind what they are and what they're capable of doing," Bailey said. He added that the key to diving in this environment is to stay alert, follow safety procedures and don't let the beauty distract you from the danger.

Bailey thanks the Navy for broadening his diving experience and ability by giving him the opportunity to dive all over the world. As he heads toward retirement, the chance to share knowledge of his diving hobby with others only makes his job that much more enjoyable. ■

Story by SA Jennifer J. Rolain, public affairs office, Enlisted Personnel Management Center, New Orleans. Photos by JO2(AW) Andy Fitzgerald.

Bearings

Kennedy crew shows homeless how much they care

Newspapers and television have extensively documented the plight of America's homeless. In virtually every story, one central theme dominates — the homeless need help.

Crew members from USS *John F. Kennedy* (CV 67) recently demonstrated their awareness of the difficulties homeless people face. Residents of "The Dwelling Place," a Norfolk-based shelter for homeless families, woke up one morning to find 42 *Kennedy* sailors eager to help renovate their home.

AN Dan Goheen keeps the paint rolling on the walls at King House.

"A *Kennedy* chaplain contacted a member of our board and explained that the crew was so overwhelmed by the support they received during *Desert Storm* that they wanted to give something back to the community," said Vicki Wittman, a member of the Ecumenical Shelter board of directors and project coordinator. "Fortunately for The Dwelling Place, they chose us. It was such a lift to the residents when the crew of *Kennedy* came in and repainted their rooms."

Kennedy's Catholic Chaplain (LCDR) John Kaul was pleasantly surprised by the large number of volunteers. "We were scheduled to paint just the interior of the house, but the turnout was so great that we had people working on the front porch."

The resident manager of The Dwelling Place's King House, Cynthia Varnwell, was also impressed and grateful for the help of *Kennedy*'s crew. "Having 42 men here is wonderful. They're already serving Uncle Sam, and they didn't have to take the time to come over here to do this project, but they did. God bless them."

Wittman explained the sailors went far beyond just fixing up the place. "Role models are very important for the young people here because, unfortunately, at this stage in their life, they're in trouble. They need a positive, strong role model — and who better than someone in the Navy. They have a great career, everyone respects and looks up to them, and children are very impressed by that."

The sailors' work may have only lasted one day, but they will not be forgotten. "The crew will go back to their jobs, and pretty soon the ship will be ready to sail again to parts unknown," Wittman said. "But the people here, especially those in residence now, are going to remember *Kennedy*'s crew forever. It won't matter where they are; when USS *John F. Kennedy*'s name pops up in the news they are going to say, 'That's my ship. Those are my people.'" ■

Story by JO3 Alan D. Day, USS John F. Kennedy *(CV 67). Photo by PH3 Paul Hawthorne.*

Bearings

Seabees make Potomac River safer in an explosive way

Seabees removed an 80-foot section of Dam No. 3 at Harpers Ferry, Va., recently to make the area near the West Virginia side of the Potomac River safer for boaters and fishermen.

The dam was built during the 1800s to provide water to power tools and turbines for the U.S. Armory at Harpers Ferry. Now state and federal officials agreed that the section needed to be removed because of the hazards it created.

"During periods of high water the dam trapped a lot of debris," said Don Campbell, superintendent of Harpers Ferry National Park. "As people got beyond the guardrail and over the dam, they become trapped between the upriver current and the debris." Over the years, the dam also submerged at high tide resulting in many accidents and drownings.

Seabees prepare (left) and destroy (right) Dam No. 3 (below) at Harpers Ferry, Va.

The 12-man crew from Underwater Construction Team 1 (UCT 1), Naval Amphibious Base Little Creek, Va., included two sailors with blasting qualifications. They removed the concrete abutment and part of the dam with jackhammers and explosives.

"The bottom line is," Campbell said, "due to the work of the Seabees, the recreation area will be safer for fishermen and boaters." ■

Story by JO2 Paul W. Swansen, Naval Construction Battalions, U.S. Atlantic Fleet. Photos by PH3(DV) T. Dolan.

HTC Sullivan receives 1991 NCOA Vanguard Award

Chief Hull Maintenance Technician (SW/AW) Blaine A. Sullivan of USS *Ranger* (CV 61) was recently presented the 1991 Non Commissioned Officers Association Military Vanguard Award as well as the Navy and Marine Corps Medal for his heroic actions Christmas Eve 1990.

Sullivan and his wife, HT2 Nancy L. Sullivan of Shore Intermediate Maintenance Activity San Diego, were driving north on California's fog-shrouded Interstate 5 when she noticed a northbound car in the southbound lanes. They tried to warn the wrong-way driver by flashing a spotlight and waving it at the errant motorist. The car eventually came to a stop but took off again continuing down the wrong side of the expressway. The freeway soon split, with the southbound lanes rising up out of sight. Seconds later the Sullivans heard a crash. After stopping their car, the Sullivans ran to the accident scene to find the aftermath of a head-on collision.

Flames and fuel shot from a car which had been traveling properly in the southbound lane. Chief Sullivan ran to the burning vehicle and immediately dragged a woman out whose legs were injured. She wasn't conscious at first but soon began moaning in pain, saying family members were still trapped inside. The Sullivans ran back to the ever-worsening fire and could only retrieve one little boy from the backseat. The father and son still trapped in the vehicle were engulfed in flames. The extreme force of the collision propelled the grandmother through the rear window and down an embankment. With the help of two other passing motorists, they moved the only survivors of the crash, the young boy and the woman, to safety.

The couple stayed at the scene until a highway patrolman and other emergency personnel arrived. The California Highway Patrol awarded Chief Sullivan a citation, and he received the Navy and Marine Corps Medal.

"This wasn't a solo effort on my part," Sullivan said. "My wife helped me. She was by my side all the way."

Sullivan added, "It's hard to relive and remember what happened that night. I'm just glad I could help." ■

Story by JO2 Celeste Barrett Rubanick, Naval Reserve Readiness Command Region 10, New Orleans.

Bearings

A shipboard wedding . . . made in *America*

An aircraft carrier, designed for combat in defense of the United States and its interests, would seem an unlikely setting for a wedding. But prior to USS *America* (CV 66) deploying to the North Atlantic for Exercise *North Star* '91, Operations Specialist Seaman Henry L. Phillips married his childhood sweetheart, Niyokia D. Baskin, in the ship's chapel.

Why did Phillips get married aboard a naval vessel? "I feel closely knit with this ship," he said. "Of course, the people I've met have a lot to do with it, but I guess it's the spiritual bond between myself and the gospel choir members. I had members of the choir make a videotape during Operation *Desert Storm*. [Niyokia] saw the chapel then, and again during the Dependents' Day cruise."

Phillips mentioned getting married aboard ship in jest after proposing to Baskin. It wasn't until a discussion held with Chaplain (LT) Gerald Bailey that the couple made the final decision.

"I had set up a marriage counseling booth and had the couples fill out a questionnaire," Bailey said. "Phillips and his fiance discussed the survey and took matters from there. They discussed their answers for two or three hours."

Phillips had originally planned on getting married back home in Atlanta, but the agenda changed when Baskin came to Norfolk for the dependents' cruise and made arrangements for a job interview. She was hired a week later. With the realization of her relocation and the financial benefits of a shipboard wedding, they decided to marry on *America*.

Although the bride's family couldn't attend, the groom's parents, brother, aunt and shipmates were on hand to congratulate the couple. Baskin, dressed in a white silk and lace wedding gown with matching veil, and Phillips, in a white tuxedo, were married in Bailey's first shipboard wedding, which he called "highly inspirational." ■

Story by JO2 David E. Smith, public affairs office, USS America *(CV 66).*

Reservists build maintenance stand for the fleet

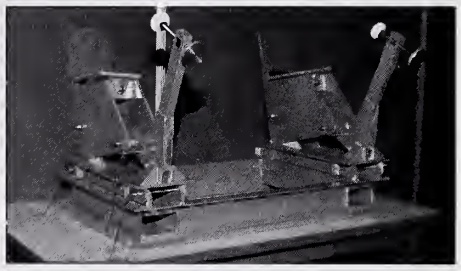
A key to success in private industry is to find a need and fill it. But the Naval Air Reserve Center at Barbers Point, Hawaii proved that this concept works just as well for the Navy.

In 1987, the Marine Corps was hunting for a workable maintenance stand to make repairing AV-8B *Harrier* gun pods faster and easier. Like most ideas, this one was born out of the need to speed turnaround time for intermediate maintenance on the hydraulically-driven AV-8B's 25mm tank-killing aircraft cannon.

"The guns were heavy and cumbersome," said ENS Keith Galang, project manager. "Some sort of frame was needed to hold them in place so workers at the aircraft intermediate maintenance department (AIMD) wouldn't have to prop them up on makeshift blocks for repair. The right kind of stand would make life a lot easier and safer."

For example, if a gun has a "train wreck," where a bullet jams in the firing train, it must go in for repair, explained Chief Aviation Ordnanceman (AW) Bill Tapley, project chief. "Fixing the problem at the operational level on the flight line is impossible. The moving parts inside the gun just bind up in a mass. The maintenance stand will let us forklift the weapon off the plane, load it right onto the stand and take it to AIMD. Once there, the gun stays in the same stand while being fixed. Every nook and cranny can be reached without having to wrestle a 750-pound gun to get at parts."

Engineers at Point Mugu, Calif., originally designed the stand and built a protoype. However, regular Navy procurement channels would require about $6,000 to build each additional single stand. Galang and his team from Barbers Point, Mobile Maintenance Facility Delta and USS *Nimitz* (CVN 68) answered the challenge, reducing the cost to $1,000. That price tag would save the Navy $140,000 for the first order of 28 stands.



The finished product — a maintenance stand for repairing *Harrier* gun pods.

"This is clearly an example of the 'One Navy' concept," said Galang. "Some might say it's more than that. The reservists found a need, figured out how to fill it and aided the Navy mission along the way." ■

Story by ENS Pamela Warnken, Naval Air Reserve Center, Barbers Point, Hawaii. Photo by PH1 P.K. Smith

Bearings

CPO indoctrination adds new Navy lesson: TQL

Every first class petty officer selected for advancement must attend the Chief Petty Officer Indoctrination Course (CPOIC). But 21 new chief petty officers feel they are better prepared for their new leadership roles because of extra training added to the CPOIC, recently held at the Pentagon.

Master Chief Gas Turbine System Technician (SW) Joseph Fiorillo, command master chief for the Chief of Naval Operations (OpNav), decided to incorporate four hours of Total Quality Leadership (TQL) training as part of OpNav's course. LCDR Debra Jowers, a member of the CNO Total Quality Leadership Training Team, instructed the class in the basic principles of TQL and introduced the chief selectees to TQL's approach to problem solving. Once the class understood the concepts — including the latest in cause and effect diagrams and statistical tools — Jowers divided them into teams and directed them in applying TQL concepts toward an assigned problem.

The end-of-course critiques supported Fiorillo's initiative to incorporate TQL into CPOIC. Comments ranged from, "TQL should be extended to eight hours," to "It organized my approach to problem solving." One student wrote, "I realize now that TQL is more than just another Navy program." All the new chiefs agreed that TQL will help them generate the confidence they need to become an integral, effective leader in the Navy chain of command. ■

LCDR Debra Jowers teaches chief selectees how to interpret a cause and effect diagram and how to apply TQL concepts to problem solving.

Story by GSCM(SW) Joseph Fiorillo, OpNav, Washington, D.C. Photo by Jill Ponto, Navy Imaging Support Center, Pentagon.

Pilot rows his way to silver medal in Pan Am Games

LT Jim Bell, a 14-year veteran rower and a pilot with Patrol Squadron 11, helped row his four-man team to the silver medal in the Pan Am Games in Havana, Cuba.

After a disappointing end in his designated event, the single-man scull, Bell was offered a chance for redemption when one of the quad rowers became ill.

"I was really nervous about the race," said Bell. "Not only had I no experience rowing in a quad, but I'd never practiced with the team before that morning and I was worried about ruining the team's rhythm. Besides, the guy I replaced was a very strong rower."

As the six squads moved into position, the official starter polled the crews, "Are you ready?" Bell told his fellow rowers, "My oar is broken!" His teammates thought Bell's sense of humor was extremely out of place just seconds before the race, and proceeded to tell him so. "It took me a few seconds to convince them that my oar was actually cracked, but thanks to the short delay, our crew was able to practice our rhythm."

LT Jim Bell takes a break from his duties as a VP 11 pilot to show off the silver medal he won rowing at the Pan Am Games in Havana, Cuba.

From the start, pulling the hardest he ever pulled, Bell and his team made their way into second behind the Cubans and never gave up until passing the finish line in exhausted exhilaration.

With the Pan Am Games behind him, Bell has his sights set on the Olympics. As soon as logistics are worked out, he hopes to transfer to Boston where "every ounce of energy" will be spent training at the Harvard boathouse.

"Not everyone has this kind of opportunity," said Bell. "Thanks to the support of the Navy and my squadron, I've been given the chance to fulfill my ultimate dream — to compete in the Olympics." ■

Story by LTJG Anthony Snodgrass and JO2 Liz Safranek, Patrol Wings Atlantic Fleet, NAS Brunswick, Maine. Photo by JO2 Liz Safranek

News Bights

The American Red Cross was reeently awarded $13.55 million to help military personnel and their families cope with unique problems arising in the aftermath of Operation *Desert Storm.*

The Red Cross reeeived the grant under the Pcrsian Gulf Conflict Supplemental Authorization and Personnel Benefits Act of 1991. This grant provides military familics with child care assistanee and a variety of eounseling services.

Under an agreement with the Department of the Army — the exeeutive agent for all branches of thc military eligible for these serviees — thc funds are designated for support of reserve and National Guard familics affected by Operation *Desert Storm.*

After providing information and referrals, Red Cross caseworkers will help families aecess a variety of eommunity services, including family counscling, crisis intervention, respite ehild care and budget eounseling. Red Cross chapters nationwide will provide vouehers to pay for services through a new system designed to help families obtain services quickly and easily. Applications are now being accepted at area Red Cross chapters.

"The development of this new program and exehange of information with the military community we serve will assist us in preparing to respond to any future mobilization of National Guard troops and rescrvists," said Elizabeth Dole, president of the American Red Cross.

In efforts to help military families with the reunion process, the Red Cross, together with the National Mental Health Association (NMHA), printed and distributed 250,000 copies of *"When the Yellow Ribbon Comes Down"* — a guide to mentally healthy reunions. The book, addressing the many ehallenges facing military families after the deployment, is available through Red Cross chapters and NMHA affiliates nationwide.

For more information about these new serviccs, military personnel should eontaet their loeal Ameriean Red Cross chapter.

* * *

Physical fitness should be a lifelong regimen. The objeetive of the Navy's Physieal Readiness Test (PRT) is to get everyone into a year-round physieal fitness routine, not to stress test individuals twice a year at PRT time.

During the month of September, there were three deaths and one serious medical eomplieation associated with sailors participating in the semi-annual PRT or while engaged in other required physieal training/tcst.

All the individuals were relatively young (21-45 years old). There was no medieal indication that anything was wrong before the activities, and the proper screening to determine the ability of thc personnel to participate had been eompletcd as wcll.

These unfortunate events prompt a reminder that personnel are encouraged to participate in a regular physical fitness program, which should be monitored wcll in advance of the actual PRT. Prior to and after performing the test, partieipants should do warm-up and cool-down activities. Participants should also be made aware of warning signs of problcms to look for during the test. Such simple aetions will hclp minimize the medieal risks during physical activity.

* * *

Routine fleet movements previously kept classified until 72 hours prior to arrival or dcparture may now be released as early as 90 days prior to the operational movement.

The new order, signed by Chief of Naval Operations ADM Frank B. Kclso II, was in response to family member input and difficulties encountered under the previous poliey.

Navy officials noted that some naval operations will still warrant being classified. However, the new policy will allow better planning for arrivals and departures.

* * *

Women's uniforms are being re-sized to correspond more elosely with eivilian sizing patterns. The action is the result of input received from Navy women concerning design inconsistencies and improper uniform fit.

The new jumper white uniform, whieh was introduced to the fleet in July 1990, conforms to the new sizing guidelines. Khaki uniform items in both polyester-cotton and eertified Navy twill (CNT) are now available at the Navy Uniform Ccnter in Norfolk and will soon be available Navywide. CNT summer white uniform items will be available by early 1992.

Concern about women's uniforms surfaeed during the past two Navy Women's Study Groups. As a result of the 1987 report, the Navy Exchange Command has inereased the number of locations carrying women's uniforms, expanded the variety of sizcs available and improved the fit. To creatc the new sizings, the measurements of several hundred Navy women were taken, analyzed and standardizcd. Thc new sizes were then wear-tested and integrated into new patterns.

The new sizings — petite, junior, misses and women's — translate into a more proportional fit than the eurrent government size standards, which were developed from measurements taken during World War II. □

Mail Buoy

We missed it

I enjoyed your article on the commissioning of USS *Arleigh Burke* (DDG 51) in the October 1991 issue of *All Hands*. However, there was some wrong information cited in the article. It cited new design developments incorporated in *Arleigh Burke* were a result of USS *Stark* (FFG 31) being damaged by an Iranian-laid mine.

I believe the correct reference should be USS *Samuel B. Roberts* (FFG 58) was damaged by an Iranian-laid mine in the Persian Gulf in 1988. USS *Stark* was hit by an Iraqi missile.

YN2 Scott A. West
Naval Air Station Pensacola, Fla.

• *You're correct.* Stark *was hit by two* Exocet *missiles in her port side May 17, 1987.* Samuel B. Roberts *hit an Iranian mine April 14, 1988, ripping a nine-foot hole in her hull below her starboard main engine.—ed.*

How about us?

I'm currently stationed aboard USS *Midway* (CV 41). I have been on board for the last three years and during this time I have read your monthly issues religiously.

I would be the first to admit you have some very interesting articles, but the men on board *Midway* are proud people also. Although we are the smallest and oldest carrier in the fleet, we would still like to be recognized for what we do. *Midway* spent her time doing what was asked of her as well.

It's sad to think that a ship as fine as *Midway* can be considered old and forgotten.

BT3 Keith Crawford
USS *Midway* (CV 41)

Forgotten but proud

I'm writing to you in reference to your coverage of ships deployed in the Persian Gulf during the build-up of U.S. military power in the Middle East during *Desert Shield/Storm*. Specifically, I'm addressing this letter to the scores of Navy personnel who write to you each month disappointed because your publication failed to recognize their ship, battle group or unit.

Enough already! I understand that you're proud of your contribution to the war effort. I am also. My ship, USS *Francis Hammond* (FF 1067), deployed on Dec. 8, 1990, and we spent the duration of the war in the Gulf. Returning to Long Beach, Calif., on June 8, 1991, we weren't recognized by *All Hands* either. But, we're all proud just the same. Isn't it enough to be recognized by your family, friends and crew members alike?

MM2(SW) Matthew M. Helf
USS *Francis Hammond* (FF 1067)

Confused

In the October 1991 *All Hands* issue, under the article "Fiery Vigil", I am somewhat confused as to which squadron CDR Ron Wiley commands. Is he the Commanding Officer of VAW 117 or the Commanding Officer of HS 117?

Being that "VAW" stands for Carrier Airborne Early Warning Squadron and "HS" stands for Helicopter Anti-submarine Warfare Squadron, you can see why I'm confused.

On Page 27, you say he is the Commanding Officer of Anti-submarine warfare squadron and on Page 28, you show him with two collies and you mention this is the Commanding Officer of VAW 117.

Although CDR Wiley is no longer the Commanding Officer of VAW 117, I would like everyone to know who he was attached to. Please make a note of this and keep up the good work.

YN3 Timothy E. Brown
VAW 113, Miramar

Reunions

• **USS Fargo (CL 106)** — February 1992, Norfolk. Contact Larry Eckard, P.O. Box 5145, Hickory, N.C. 28603; (704) 265-6274.

• **USS Southard (DMS 10)** — March 19-21, San Antonio, Texas. Contact Robert W. Nygaard, 1315 Kari Lane, New Brighton, Minn. 55112; (612) 633-6608.

• **USS Benewah (APB 35)** — March 1992, Hickory, N.C. Contact Larry Eckard, P.O. Box 5145, Hickory, N.C. 28603; (704) 256-6274.

• **USS Kanawha (AO 1)** — April 2-4, Charleston, W.Va. Contact Pat Sutherland, 2319 S.E. Spyglass Drive, Vancouver, Wash. 98684; (703) 845-5428.

• **E-LSM 446** — April 9-12, Norfolk. Contact Roy F. Smith, 717 Sparrow Road, Chesapeake, Va. 23325; (804) 420-8181.

• **USS Long Island (CVE 1)** — April 20-22, Las Vegas, Nev. Contact Lowell M. Sieler, 5808 W. Alta Drive, Las Vegas, Nev. 89107; (702) 258-6090.

• **USS Betelgeuse (AK 260)** — April 23-26, Charleston, S.C. Contact Arthur L. Miller, 8612 Delhi Road, North Charleston, S.C. 29418; (803) 797-7727.

• **Pensacola Preflight Officer Indoctrination Classes 1949-50** — April 24-26, Corpus Christi, Texas. Contact CDR 'Red' Ralston, 18638 Upper Bay Road, Houston, Texas 77058; (713) 333-4075.

• **USS J. Fred Talbott (DD 156)** — April 26-May 3, MS Ecstasy Cruise — Miami. Contact Vince Colan, P.O. Box 2207, Hendersonville, N.C. 28793-2207.

• **USS Ommaney Bay (CVE 79)** — April 28-May 3, San Antonio, Texas. Contact Lawrence F. Fitzgerald Sr., 3602 S. Parker St., San Pedro, Calif., 90731.

• **USS General W.A. Mann (AP 112)** — April 30-May 3, Norfolk. Contact Jerry Bligh, 685 Squire Circle #102, Naples, Fla. 33942; (813) 353-0891.

• **USS McCaffery (DD 860)** — April 1992, Jacksonville, Fla. Contact Edward J. Crowell, 3789 Eunice Road, Jacksonville, Fla. 32250-1910; (904) 223-0343.

• **USS Lloyd Thomas (DD 764)** — April 1992, Norfolk. Contact Robert J. Scherrer, 4812 Admiration Drive, Virginia Beach, Va. 23464; (804) 467-6270.

• **9th Seabee Battalion (World War II)** — April 1992, Pittsburgh. Contact Lewis A. Askham, 806 Spring St., Grove City, Pa. 16127; (412) 458-9279.

• **USS Sherbourne (ATA 205)** — April 1992, Baton Rouge, La. Contact Larry Eckard, P.O. Box 5145, Hickory, N.C. 28603; (704) 256-6274.

• **USS Mahan (DD 364/DLG 11/DDG 42)** — April 1992, Charleston, S.C. Contact Gene Kirkpatrick, 1525 Kings Road, Shelby, N.C. 28150; (901) 968-2248.

• **USS Ray (SSN 653) plankowners** — April 1992. Contact O.D. Carlson, 7609 Dublin Drive, Manassas, Va. 22110-3354.

• **USS Sproston (DD/DDE 577)** — Spring 1992, Chicago. Contact J.M. Callaghan, 14459 River Beach Drive, C-124, Port Charlotte, Fla. 33953; (813) 624-3177.

1992 Navy Sports Calendar

Sport	Training Camp	Armed Forces Championship
Boxing	NavSta San Diego Jan. 4 - Feb. 1, 1992	Fort Huachuca, Ariz. Feb. 2-8, 1992
Wrestling	NAS Pensacola, Fla. Feb. 1 - March 17, 1992	Fort Benning, Ga. March 18-22, 1992
Basketball (Women's)	NavSta Mayport, Fla. Feb. 15 - March 14, 1992	NavSta Mayport, Fla. March 15-22, 1992
Basketball (Men's)	NAS Alameda, Calif. March 7 - April 4, 1992	Camp Pendleton, Calif. April 5-10, 1992
Volleyball (Women's)	NAS Jacksonville, Fla. April 4 - May 2, 1992	NAS Pensacola, Fla. May 3-10, 1992
Volleyball (Men's)	NAB Coronado, Calif. April 4 - May 2, 1992	NAS Pensacola, Fla. May 3-10, 1992
Bowling	NAS Whidbey Is., Wash. April 11-18, 1992	Presidio of San Francisco April 19-25, 1992
Racquetball	NAS Miramar, Calif. April 29 - May 8, 1992	Fort Hood, Texas May 9-16, 1992
Track and Field	NavSta Mare Island, Calif. May 9-30, 1992	Castle AFB, Calif. June 1-6, 1992
Seaweek Competitions	NAB Coronado, Calif. July 6 - Oct. 9, 1992	TBA
Sailing Championships	NETC Newport, R.I. July 11-17, 1992	TBA
Softball (Women's)	NAB Little Creek, Va. July 18 - Aug. 15, 1992	NAB Little Creek, Va. Aug. 16-21, 1992
Softball (Men's)	NavSta Charleston, S.C. July 18 - Aug. 15, 1992	Camp Lejeune, N.C. Aug. 16-21, 1992
Golf	NAS Memphis, Tenn. Sept. 5-12, 1992	Fort Gordon, Ga. Sept. 13-19, 1992
Soccer	NAB Little Creek, Va. Oct. 17 - Nov. 7, 1992	NAB Little Creek, Va. Nov. 8-14, 1992

The Navy Sports Training Camps are open to all active-duty men and women. Selection of individuals to attend these camps is based on submission of an application to the Bureau of Naval Personnel (BuPers) Navy Sports and Fitness Office (Pers-651E). Athletes selected for these camps will be trained and will compete for selection to represent the Navy in the Armed Forces Championships.

For further information, contact your local athletic director or the BuPers Navy Sports and Fitness Office at Autovon 286-6492 or commercial (703) 746-6492, or write BuPers-651E, Washington, D.C. 20370.

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